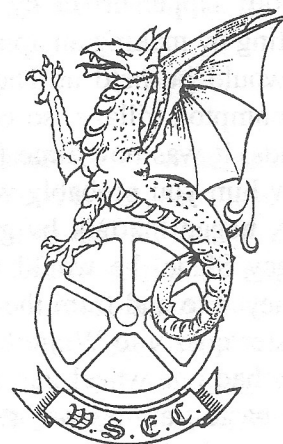


# **WESSEX STATIONARY ENGINE CLUB LIMITED**

**JUNE  
1999**

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

## **NEWSLETTER**



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### **\*\*\*\*\* EDITORIAL \*\*\*\*\***

Last summer was a washout with lots of rallies and shows affected by the awful weather with shows being cancelled or abandoned as ours was. The weather so far this summer seems to be following the same pattern with constant downpours, by the time you read this newsletter our rally will be underway, or over for the members who have it sent by post, I only hope the Gods will look on us favourably this time because we certainly want a fine weekend.

### **\*\*\*\*\* CHAIRMANS REPORT \*\*\*\*\***

As I write this report it is only two weeks away from our rally. All the items required to service a rally is now ordered and hopefully will turn up. Quite a list has to be attended to and it is surprising how much work is needed to 'get it all together'. The bar, entertainment, catering, first aid, p.a. system, raffle prizes, ice cream van, tractor, post bumper, water bowser, tables and chairs, fire extinguishers, toilets, engine judges, advertising, shop for papers, milk etc, rubbish skip, awards, signs, etc., etc., etc., the list is endless. A large portion of these requirements has been seen to by Brian Verrall aided by Colin and Leslie Nicholson and they certainly deserve a vote of thanks from us all. The rest of the needs have been attended to by myself, helped by Ray and Colin, including making 75 advertising signs which I have placed on all the major roads in the area in time for them to be seen by the 150,000 visitors to the Bath & West Show. The next task is to move all the rally kit, stakes, ropes, signs etc. from Evercreech to Cheddar, thanks to Herb Gane and his truck, this will be done on Monday next, 14th June. Entries in all sections are really good, with about 150 engines entered and I have received quite a number of trade stand enquiries after giving out about 250 forms at various rallies. Well here's keeping my fingers crossed and I'll see you at the rally (probably in the beer tent).  
BJB.

### **\*\*\*\*\* EDITOR'S REPLY \*\*\*\*\***

No Arthur I am not changing my hobby, I have already done that when I switched from motorcycles to stationary engines over 10 years ago. The reason I and Robin were riding the motorcycles was because Steve, your son brought three bikes to the rally and needed riders to take them around the ring. Robin and myself volunteered in case they need us as despatch riders in the Balkans. It was a mistake taking Henry on the pillion as everytime I go to a rally now he wants to know if I am going to get a motorbike. My motorcycle experience goes back to when I worked for Jim Alves (The Triumph Works Rider) for about 10 years as Service Manager, and I was also one of the founder members of the Somerset section of The Vintage Motorcycle Club so as you see its not a new hobby but a very old one.  
BJB.

### **\*\*\*\*\* NEW MEMBERS \*\*\*\*\***

Mr & Mrs G Coles and Christopher from Leigh on Mendip. Mr & Mrs W Rabbits from Doultling, Nr Shepton Mallet. Mr & Mrs D Morris from Evercreech, Nr Shepton Mallet. Mr S Cockroft and Mrs H Mercer from Motcombe, Nr Shaftesbury and Mr Matt Futer from Houston, Texas, USA (Yes you have read it correct, all the way from Texas). We wish you all a very long and happy association with our Club. Do not hesitate to ask if you need any help or information with any of your projects.

\*\*\*\*\* MONDAY 24TH MAY - CLUB EVENING - TIPPERS ON MENDIP \*\*\*\*\*

As expected a large turnout of club members and guests attended the May club evening to listen to the tales of a Mendip Tipper driver by our guest speaker Gerry Burr. Prior to Gerry speaking our Chairman Brian opened the meeting by making an appeal for items to sell on the Clubs stall at Cheddar and also announced that the July Crank-Up would be held at The Court Hotel, Chilcompton which is about 1/4 mile from the Old Down Inn, towards Chilcompton village, so come along and bring an engine or something to sell and have a nice evening with your friends. It was now time for Brian to introduce Gerry who is well known to many Wessex members, if you didn't know him you probably would have heard his commentaries at many vintage shows as the ring events take place. Gerry began his talk by going back in time to his childhood days as a young boy living in the quarrying area of Gurney Slade, he would watch with excitement lorries of all shapes and sizes pass through the village as they journeyed to and from the quarry, and at 17 years of age got a job with a local haulier, his first job was a load from Vobster quarry to Winterbourne Gunner driving a Ford YB truck which drank a gallon of oil per day and if he was lucky had one wheel that actually had its brake in working condition. In 1946 the armed forces required him and after basic training was sent to Palestine, not as a driver, but as a signal man, he did get the chance to do some driving, which was on Morris Quads and tracked Bren Gun carriers. 1948 came and Gerry left the Army and was soon back driving again, this time it was a 5 tonne Morris commercial with a maximum speed of 40 mph. This was to be the year when most of Britains hauliers were to be nationalised to become British road services and for a while Gerry drove for W&E Every who had depots in Frome and Chantry - a large cross section of vehicles owned by this company included ERF, Reo, Maudslay, AEC, Foden, Leyland, Scammell, Armstrong Saurer and Morris, many of which Gerry got to drive. Towards the end of Gerrys talk he read out a poem which he wrote and I feel it describes his driving years much better than I could write about - It is as follows;

**TIPPERS ON MENDIP**

When I were a kid in Gurney Slade  
and lived amongst the quarries  
And watch the tipper lorries.  
I'd sometimes cadge a little ride  
To the local railway station  
Where dusty stone tipped into trucks  
T'were quite an education  
To watch the driver change his gears  
I'd stand wide eyed by our old front door  
Through notchy metal gate  
No synchromesh or splitter box  
Just double clutch and wait.  
Tarmac was rare in those days  
T'were mainly stone and sand  
That wi' help from your number eight shovel  
You loaded up by hand.

Eventually at seventeen, no longer I was bored.  
I started work for our local firm on Thames 7v by Ford.  
The brakes were cable, servo, none.  
Slack steering made her stray.  
And that old motor guzzled oil, about 8 pints a day.  
I found my way in post war years, sometimes without a sign  
And broke down nearly every day, I was proud tho' she was mine.  
And then I was called in the army to serve in a hot sandy land  
Two years from my mates and the wagons  
Then once more return to the band,  
Lorries got bigger and better but still not the same as today  
Still starting by turning a handle, power steering still light years away.  
But the tick over sound of a Gardner, the Bedford song, pulling third gear  
Will be music I'll treasure forever, true classics to, my 'driver's ear'  
The early morn smell of the tarmac  
The cafe stops, tuppence for tea

And a gurt bacon sandwich for sixpence  
Was paradise for me.  
'Twas grand driving tippers on Mendip  
and when I think back of those men and  
the lorries I had to work with  
S'no what, I do it again.

Continued...

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Brian thanked Gerry for a most entertaining talk and club members showed their appreciation. Lesley had done a good job selling raffle tickets and along with Brian held the draw which consisted of 20 prizes of which some were donated by club members to whom we are most grateful.

ROBIN

**\*\*\*\*\* WESTBURY (WILTS) RALLY \*\*\*\*\***

Held at Bratton, this is a small rally held next to a garden centre. The weather was forecast as 'awful' wind and rain all day. I decided to leave the engines at home and take 'Uncle Franks car' - a yellow Mk1 Ford Escort for those who haven't seen it. No booking required so I arrived at 9.40ish and parked in the car line, next to a 1953 Ford Prefect. The rain was holding off so far so I wandered round to see what was about. A reasonable line of stationary engines were being readied for the days work, though not as many as were at Nunney Catch the previous weekend. A number of commercials, tractors and military vehicles were also present. Among the engines were Roger Pike's Stuart generator set, Don Rogers Fairbankes Morse Bulldog, the little air-cooled aeroinotor and a JAP 2S driving a Lister pump nearly as big as itself. There was a fine Novo engine which claimed to be frost proof having a cover over. Two engines were out for the first time, Rog Sandford who normally rallies a Turner diesel brought a Hopper cooled Lister junior with twin flywheels, purchased in 1925 by a relation who still has the original receipt. This engine is in original condition and ran well all day. The second one was a 3 mule team Amanco, bought off the farm, last working in 1948. The owner had to replace some rusted pipework, and the fuel tank needed a repair. The owner is not intending to restore it as he already has a restored example. The engine, once started and warmed up on petrol was switched over to paraffin and given a few adjustments ran clean and smoke free. A bit of over-enthusiasm with the piston oiler caused a bit of splashing early on but in general it ran steadily much as it would have in 1948 - 51 years ago. In the middle of the engine line-up was a good display of hand operated horticultural implements. All were very well restored to a high standard. I spotted that a couple of the implements had handlebars which were the same as the ones on a push-hoe Val has bought, I had a photo with me which I showed to the owner. He said it was a 'Wrigley' made by Wessex Implements of Poole, Dorset. Wrigleys also made small motorised trucks. Among the military vehicles was a 1927 Morris commercial army lorry, 6 wheeler, the back of which had been re-built using timber from the floor of the Great Western Railway Drawing Office in Swindon, there was a certain amount of speculation that the great IK Brunel himself had walked on them! Among the commercials was an ex-Showerings ERF and a Westons Hereford Cider lorry, a Commer two stroke - sounded lovely. They had a wall-of-death which had quite a queue outside when the weather brightened up in the afternoon.

ALAN ROGERS

**\*\*\*\*\* LETTERS TO THE EDITOR \*\*\*\*\***

Arthur and Liz, Coombe Castle,  
Heytesbury, Warminster

Hello Brian,

Don't pass out with the shock but I am giving you something for the newsletter which I think should be brought to the attention of the members. On at least two occasions and at two different rallies it was brought to my attention that our Chairman and Henry his Grandson have been seen riding a 1949 BSA B31 motorcycle around the arena, is he having a change of hobby? If so what has happened to his normal standard of restoration?

Yours a worried member.

P.S. Also I have been informed that Mr Lambert has also succumbed to this kind of activity, maybe its only a return of lost youth.

Best regards

Arthur

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

**MONDAY 28TH JUNE** - Club Night at The Old Down Inn. Come and air your views on the Rally. A chance to have your say and voice your opinions. This will be followed by our annual 'Table Top Auction'. Bring along your unwanted goods and turn them into cash. 10% commission deducted for Club funds and the balance paid to you on the night. Usual raffle.

**MONDAY 26TH JULY** - Club Night. Crank-Up at The Court Hotel (just past the Old Down Inn towards Chilcompton). Lets have a good turn out at this new venue. There will be a prize awarded for the most unusual engine exhibited on the night. Also a chance to sell bits and pieces by your engines. Come on, make an effort to support this event. Usual grand raffle.

\*\*\*\*\* **WILTSHIRE COUNTY SHOW - 15TH & 16TH MAY 1999** \*\*\*\*\*

About twenty Wessex Club members brought exhibits to what has become a popular event on the rallyists calendar, although not a rally as such, its more of an entertainment show with a supplement of vintage exhibits, club members brought along a good cross section of stationary engines which included Listers, Amancos, Bulldog, large and small Rustons, Hornsbys, United, Coburn, Fowler and Villiers and an unusual Bradford 'King of All' quite a rare engine on the rally scene. Also there was a nice little engine from the Basingstoke area - its make I cannot remember (sorry Alan) I rang Bill but his memory is worse than mine. The motorcycle enclosure had a nice display of Harley Davidsons and Honda Goldwings plus a few old bikes from the 50's/60's, one was driven to the show by club member Gordon Baslow, it was a black and white Ariel Leader, identical to one I owned myself years ago. The army had a lot of vehicles here including several track vehicles, lorries, motorbikes and a small tracked vehicle equipped with T.V. cameras for investigating suspect packages. Lots of crafts tents were on site plus a food hall and a good gross section of stalls, several bouncy castles, quad bikes, funfair, lots of trade stands - too many to mention. There was five air displays including 'Utterley Butterleys' Barnstormers Wing Walking Team, the Antooov AN2, worlds largest bi-plane, the flying Yak, a parachute drop and The Red Arrows (on Saturday only). You could only describe these aircraft manoeuvrers as breathtaking, precision and timing at high and low speeds, whether flying in close proximity or singly these pilots must be the worlds best. The engine 'pens' were perhaps a bit removed from the main show and many exhibitors felt we were perhaps unnoticed by many of the paying public, but the advantages were, we were on the top of the Wiltshire Downs, had the best views for 15 miles, front seats for all the air shows and were right next to 'Dodge City' cowboy town and could watch all the gunfights taking place. We were also able to watch the clay shooting. To sum up then, there was plenty of things going on all around the field, a 'dry' weekend and plenty of good company.

RKL

\*\*\*\*\* **ABERGAVENNY RALLY - 30TH & 31ST MAY 1999** \*\*\*\*\*

Alan and I arrived at 4pm of Friday our first visit to Bailey Park. Although the rally was not officially open to the public until Sunday already many of the exhibitors were parked up and set up ready for business. We soon met up with Brian and Klaz Munt and Graham and Sylvia White. After finding a good location by the craft tent and erecting the awning we all went off into town to get ourselves a fish and chip supper. Saturday morning was sunny and warm and Alan was able to do some maintenance on the railway ready for Sunday's show. We took off into town once again in the afternoon but the weather changed for the worse. The crashing of the thunder and lighting up of the sky carried on around Sugar Loaf mountain and until it eased off enough to make a dash for it back to the site we found ourselves marooned in the market for almost two hours. We were up nice and early on Sunday (our neighbours were awake at 5.30am and made sure we were aswell!!) and started to set up the railway ready for the show which is reputed to be the biggest steam rally in Wales and when the crowds started to arrive I began to believe it. Even on a cloudy day they came in their thousands. At 11am sharp twelve steamers were ready with tractors following to make their annual road run around the town. There were many trade stands and I thought how good it was to see them mingling with the large car boot on the site and nobody was moaning about who was paying for what and how much. Everybody was enjoying the bank holiday weekend whatever their trade might be. The craft tent was full to capacity with an over flow of tables outside. Brian Munt's organ was one of at least half a dozen placed around the field and Graham White had brought along an Allman & Thompson stationary engine (a rarity I am told). There was approximately 100 stationary engines and dozens of cars, motorbikes and commercials. Alan found the ultimate bargain as far as he was concerned on the car boot when he managed to pick up a spray compressor to add to all the other tools in the shed which we might need one day. A large area of the park was given over to the 'eating trailers' with a good variety for everyone and plenty of seating which I usually find sadly lacking when visiting most shows. We both enjoyed our Bank Holiday Rally and hopefully we will visit again next year. They certainly seem to draw the crowds in Wales.

ANNE CARNEY - SECRETARY

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

**FOR SALE. BRIGGS AND STRATTON** driving a 240v 1.5kva direct drive generator. Class 1. £100. **WOLSELEY WD I** running order £60. **LISTER D** shaft drive magneto on trolley £65. **LISTER J** type, 3 hp, unrestored £100. **AMANCO** 4hp on trolley, petrol paraffin £500. **PETTER** 1.5hp pear top with 110 volt generator, lights and switch board £500. **PETTER** 5hp, 1919, tank cooled, new bearings fitted on trolley £600. **BENTALL PIONEER** 1.5-2.5hp on two wheel trolley £700. **BOULTON AND PAUL** vertical engine circa 1920 driving a 50 volt direct drive generator £700. **LISTER B** no magneto, unrestored £95. **AMANCO** enclosed crank driving a Chalmers Edina sludge pump on trolley £300. For further details ring Ivor Yeo on 01761 221604.