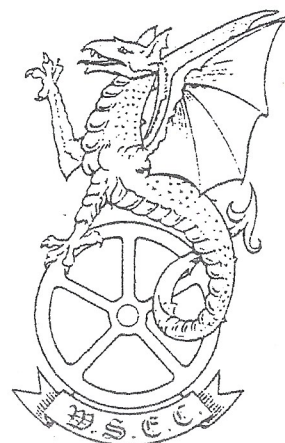


# **WESSEX STATIONARY ENGINE CLUB LIMITED**

**MARCH 2004**

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## **NEWSLETTER**



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

I would like to inform all members that if you exhibit at any WSEC event you will be asked to show your membership card for the purposes of checking that you are covered by insurance. The engine stewards and event organisers do not know all the members who exhibit and we can't have a situation where an exhibitor may be running an engine without insurance. The implications of an accident happening without the exhibitor being insured would be a disaster for the club with the legal profession offering "no win no fee" litigation. I can only advise exhibitors to keep their insurance card in the vehicle they take to rallies and then it will always be at hand. Please note **NO INSURANCE - NO ENGINE RUNNING.**

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

What a start to this years programme! The Spring Sortout at Cranmore saw the best turnout yet, we took more money on the gate and on the stalls than any sort-out yet. Thanks to all who helped out on the day and thanks to all of the members who turned up either as sellers or buyers. Another well attended meeting was the AGM, the room was full, and with one committee member standing down and two new committee members voted in, the committee is now at full strength, looking forward to another successful year for the club. Another planned event turned out to be a huge success, this was the visit to Milestones Museum at Basingstoke. This was the best Museum I have ever visited, the range of the exhibits was vast, from a huge display of cameras through the years to magnificent vehicles made by Thornycroft and others, and a superbly presented display of AA vehicles, including a Harley Davidson Motor Cycle, I can't ever remember an AA patrol man on a Harley, can you? If the rest of this years programme carries on in the same vein as the ones I have mentioned we are all in for more treats to come, and don't forget this is all due to the hard work put in by the committee you have elected to run your club.

### **\*\*\*\*\* GET WELL SOON \*\*\*\*\***

The club members would like to send a get well soon message to Gloria Carp. Gloria has been in hospital recently with a serious illness but is now at home taking things easy and recovering. We all hope that you will soon be well enough to attend events and rallies each weekend as you have in the past.



## VISIT TO MILESTONES MUSEUM SUNDAY 14<sup>th</sup> MARCH 2004

By ANDREA FEENEY

We arrived in Basingstoke on this wet and windy Sunday. The complex was easy enough to get to, well signposted we thought, although others disagreed. The actual building is massive and worth approx £1 million so I was informed. 24 members and one junior member braved the weather, we had enough of us to qualify for the group admission price, and this saved us a few pounds, concessions were also available to those who qualified. You did not have to be over the age of 90 with both parents with you either. Max was very excited, even more when he spotted Brian and Tony. We had not told him where he was going, we did however tell him there was not going to be a raffle today! After picking up our information phones we made our way to the main square. The actual setting is old streets with shops, station and various works. The Blacksmith display was of particular interest to Martin, set up so lifelike too, Max decided though daddy's shed was far more untidy. Outside the main square was a little boy, he looked so lifelike, he was dressed rather scruffy, so we told Max he was a match seller and explained that he was so poor he did not have any shoes. We did not convince Max to stand and try to sell matches. The main square was really impressive, cobbled just like it would have been years ago. The greengrocer was lovely, fruit and vegetables on display in baskets and buckets, a cat and a dog completed the picture, who spotted what the dog had done on the floor? Max did. We made our way along to the gypsy display, this was really good, the caravan was amazing, and there was a tent with some period display costumes, so we dressed Max up! He found a box with some implements in to make music. Then along came a lady, also in period dress, who chatted to Max about the olden days, and that gypsies used to sell things, Max asked her if she wanted to buy some pegs. There were some fine examples of engines in the Sawmill and Garage, Martin pointed out a Crossley engine and a Petter 3.5hp, The gasworks had a brilliant National 100hp engine. Being a woman though, I was very keen to look around the shops in the main street, totally amazing and full of old memorabilia. The sweet shop had real sweets for sale, by the ounce of course. Max had two ounces of sherbet lemons. The shopkeeper was fully dressed in period costume and was very keen to show Max how the scales worked. We also had a look in the music shop, we discovered Brian singing along to some old record, are you really that old Brian? (Old? I was singing to Paul Robson "Old Man River" it wasn't long ago he had that in the top twenty). The woman in the shop told us how the things for sale were only HMV, if anything was brought in for repair that was not HMV it would be quickly taken out the back out of sight. The music being played was on an old Masters Voice model 109 which was worth (in them days) £10 for oak and £12 for mahogany, it had a double spring and a 10" turntable. She played some children's music for Max, we were amazed at the quality of the sound. The exhibition centre was amazing too. The hair curling implements looked like something out of a horror movie. There was a Wella Junior Point wind machine Circa 1935, and lots of other odd looking things. The vacuum cleaners were odd looking too, Arthur said people are still using those things, he also informed us he did not have a Dyson at home and was still using a Star Upright (1935). Lots of lusty old maids were on display too.... The kitchen cabinets that took my name, my Nana has one in her kitchen today. In old money you would have had to fork out £5 or £6 depending on the colour. I know for a fact that they are worth loads more than that today and very sought after. My Nan's has my name on it! We passed the Beaverstock Arms, serving real beer, Brian was resting his weary legs, (that was his excuse). It was here we were asked if Max could be photographed, he was still in period dress, Brian was asked to be his grandad, and Colin had a "walk by part". Fame and fortune beckons, not really it was for the new Brochure coming out soon. We decided at this time to go and get some food, we found Tony had gnawed his arm down to the elbow waiting, they were very busy yesterday and had sold out of most of the food. We wandered back to the square for a final look around. It was a really enjoyable day, too much to write about. Max said he enjoyed it, we did too, a real trip down memory lane for some, a real insight into days gone by for others.....

**LETTER OF THANKS.** Dear club members, I would like to thank everyone who sent cards and kind messages in memory of Dave, thank you all for the contributions to the Dorothy House Foundation. The total sum contributed to date totals £1059-00, all your thoughts at this sad time are much appreciated by myself and the family. **SHIRLEY CLACK.**



## PRESIDENT'S ADDRESS – A.G.M. FEBRUARY 2004

When I look back through last years programme I was amazed at how much had been laid on and organised for our club members. No less than 23 events or club meetings took place, an average of one almost every fortnight, what a tremendous effort by our committee to make all this possible. I try to attend as many committee meetings as possible, although I am not a committee member I do appreciate them inviting me to sit in from time to time to add my opinion to decisions that are being made, although I do not participate in any voting that may take place. We also have indirect events that are laid on for our enjoyment by club members, crank-ups and gatherings take place that are now also well established on our yearly calendar and very much looked forward to. As well as enjoyment we have suffered sadness as several of our members have passed away leaving a void in the lives of all who knew them, but our fond memories cannot be taken away and will always remain with us. 2003 was a busy year for us, and not without some turmoil as three of our major events were to be relocated. Our club rally exceeded all our committee's expectations, prior to the event several meetings took place with Clutton organisers, meetings were held in peoples homes, also at the old Down inn, and several site visits took place to iron out any wrinkles. There was a lot of travelling and talking before the event to make sure everyone was on the same wavelength, and I hope our members who attended will agree with me the event was a resounding success on which we can in the future build on. Our two crank –up's at Jackie and Gordons Caf'e at Nunney Catch are now well established events and the relocation of our engine jumble and Anti – Freeze Crank – Up to the East Somerset Railway at Cranmore was again a success. Of course a major factor in all our outdoor activities is the weather, if we cast our minds back a few years to the mud at Semington how different things could have been. At this time our paid up membership is around 300, and when the February newsletter goes out to those who have not yet rejoined and they get a reminder slip, usually soon after 50 or so renewals will come through the letter box. I recently had a look at our last years membership list to see where everyone lives and turned up quite a few surprises. I found that our membership is spread over 14 county's, and it appears that the Old Down Inn is still not far off the hub of our membership, with 245 members living within a 20 miles radius of our meeting room. We have 232 members in Somerset, 35 in Wiltshire, 31 in Bristol, 24 in Hampshire, 18 in Dorset, 11 in Wales, 10 in Devon, 5 in Cornwall, 4 in Gloucester, 1 in Oxford, 1 in Lincoln and 1 in Kent. Our joint memberships totalled 250, single was 112, and we have 20 juniors. It was nice to see we have 20 juniors. I tend to think of our juniors as just the ones I see at club meetings and events, so this is excellent news that we have all these youngsters within our club, and I am sure they will get plenty of encouragement from the adult membership.

**ROBIN**

### Selwood Steam and Vintage Vehicle Preservation Society

#### Clearout at Zeals Airfield

Saturday 14<sup>th</sup> February 2004

The flyers for this event promised a 'large clearout' and they were proved right on the day. Arriving at 9-15, there were already rows of cars parked up on the former runway, and the stalls could be seen disappearing into the distance. After paying a donation at the gate it was time to see what was on offer. As always at these events business was being conducted using a variety of trailers, pick-ups and lorry beds. There were bargains to be had, if you knew what you were looking for, and there were many enthusiasts rooting through boxes to find that essential part. Trailers full of tractor parts and assorted pieces of metal must have held some treasures, and crates full of assorted carburettors, valve springs and con-rods were no doubt exactly what someone had been looking for. Engines for sale included two Lister D,s, a Petter A, Fowler and an assortment of other engine parts. A Ruston Hornsby BPR needing tank and magneto gear had an asking price of £400, while £100 would have bought you a Lister D and Stuart boiler feed pump, both in GWO, on a trolley. Other items included a collection of woodworm riddled farming tools, petrol and oil cans, an assortment of tractor seats and many smaller components, taps, nuts and bolts and caps. For sale on one trailer were 10" long brass and silver soldered Spitfire and Tiger Moth wind vanes. The turnout for this clearout was much better than last year, and the S.S.A.V.V.P.S. (at least WSEC is a simpler name) must have made a good amount of money on their entrance donations. I'm sure many people must have come away from thr clearout clutching some treasure they had found, and no doubt they will return next year to search for their next big find.

**JONATHON HOCKEDY**

**WSEC JUNIOR REPORTER**



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

**FOR SALE** Mitsubishi Shogun 4x4 2.5 turbo Diesel. Excellent running order. Extremely clean condition for year. Tow Bar. Side Steps. F Reg. Manual Gears. White. MOT June. Tax August. £1250 ono. Ring Cecil on 01458 445790 for further details. Street area.

**FOR SALE** Bamford Root Cutter with pulley, ready to rally. £25. Lister CS Diesel. 3hp. On trolley, good running order. £225. JAP Generator. 50 Volts. £30. For further details ring 01458 210929. Ashcott area.

**FOR SALE** Petter AS 3hp engine in running order. Lister 1/1062 1 ½ hp. Needs attention. £120 the two, or will split. Ring Tim Sheppard on 01749 841087. Or 077346 66042. Gurney Slade area.

**FOR SALE** 1 Pair Mini Stub Axles and wheels with spring attached £15. WRIGLEY TRUCK. Villiers Engine, Burman 3 speed gearbox. Rebuilt with Drivers Cab." Something different for the rally field." Ring Fred Biggs on 01761 413020 for more information. Midsomer Norton area.

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

**MONDAY APRIL 4<sup>th</sup>** WSEC Spring Crank Up at Nunney Catch Transport Cafe. 8am onwards. Bring and buy bits by your engines. Usual Raffle for club funds, prizes would be appreciated. Come on dust off those engines and lets have a good turnout for the first engine event of this year.

**MONDAY APRIL 12<sup>th</sup>** Mells Daffodil Rally. (Easter Monday). Ring Robin if you wish to bring along an engine to this splendid event which has a reputed 10,000 people attending. Robin's no is 01373 463526.

**MONDAY APRIL 26<sup>th</sup>**. Club Night at the Old Down Inn. Guest speaker WSEC member Philip Thornton-Evison giving a slide show and talk " Engine Adventures across the pond." I can assure members that we are in for a real treat on the night as Phillip always puts on a splendid evenings entertainment. The usual raffle for club funds will provide yet more entertainment.

**SUNDAY MAY 9<sup>th</sup>**. WSEC Afternoon Crank-Up at Radstock Mining Museum. Turn up anytime after 11am. Free entry to the Museum. If you require further details ring any committee member.

**SUNDAY MAY 9<sup>th</sup>**. HAZELBURY BRYAN RALLY. This is one of the best one day rallies in the calendar. With a very large entry in all classes, plus a very large car boot sale selling everything under the sun. For an entry form or more information ring Dickie Plummer on 01258 817579.

**NEWSFLASH-----NEWSFLASH-----NEWSFLASH-----NEWSFLASH**

**"MENDIP MAYHEM"** It is with much regret that we have to inform you that due to unforeseen site circumstances this popular rally will no longer be taking place. We would like to thank everyone who has been involved by helping or attending over the past years for their loyal support. We would also like to thank Brian Fear for the many years of use of his field and facilities free of charge. Once again we are sorry and will miss this get together with you all for the good cause of CLIC.  
Roger and Linda Pike.

All is not lost. The committee do not like events to be lost forever from the calendar. We have probably obtained another suitable site on the Mendips and already have two volunteers willing to run it. Watch this space for further details when they are finalised.  
ED.



\*\*\*\*\* **SCIENCE MUSEUM --- WROUGHTON AIRFIELD** \*\*\*\*\*

On 1<sup>st</sup> April 1940, No 15 Maintenance Unit and a new airfield were opened at Wroughton to modify and prepare aircraft for front line stations in the second world war. During the war years, 62 different types of aircraft were handled here. The post war years saw the unit servicing aircraft such as the Gloster Meteors and the English Electric Canberra. In the 1960's the unit increasingly became occupied with servicing helicopters. The airfield became the Royal Navy Aircraft Yard, Wroughton, in 1972 when the Navy became responsible for servicing helicopters from all three services. The airfield closed in 1978. In the mid 1970's the Science Museum had begun to investigate ways of finding more space for storage and display of objects. Wroughton provided a site large enough to allow the museum to acquire civil aircraft and to develop it's other collections, including road transport and agricultural engineering. The first aircraft to fly into Wroughton as part of the Science Museums new collection of commercial air transport were a Douglas DC - 3 and a 1960 DC Havilland Comet 4B, which both landed here in 1979. The Science Museum formally took over the airfield and six hangers on 1<sup>st</sup> May 1980. Although not open every day, the collections can be viewed when there is a event on at the airfield such as a vintage rally. This is usually the two hangers with the aircraft in. In recent years one or two hangers have been open during school holidays. During the half term holiday we visited the site and hanger L.1. was open. It was the first time we had been in this hanger and we were amazed at the quantity of items in there. In one area there were wooden shelves from floor to ceiling full of miscellaneous items. The exhibit that fascinated our grand children most was a powerful magnet about three feet in diameter, which would snatch pieces of metal from your hands and bang them onto the sides of the structure. Need to keep your credit cards away from that! Also on display were cycles from as early as 1818, horse drawn vehicles of all kinds, including a wooden wagon from the Boer War, and various other motor cars. Of particular interest to us was a steam car which we were unable to identify. The steward was not able to enlighten us so further research after one visit was required in order to establish that it was a rare Gardner Serpollet built between 1898 and 1907. The largest item in the store was the Fleet Street printing press, complete with huge rolls of news paper, and type setting machines. The noise when all that machinery was in motion must have been unbearable. February half term saw us back at Wroughton and this time store L.4. was open, this contains agricultural machinery and some road transport. The Agricultural engineering section provides many examples of the mechanisation of agriculture from horse drawn, and steam power to combustion engines. A 1917 Fowler two furrow motor plough intrigued me, as the ploughman had to walk behind to operate this very heavy machine, what hard work! I wondered if it was any easier than ploughing with horses. Oh, there were a few stationary engines which got a quick glance. Amongst the coaches and lorries was the gigantic 1957 Rotinoff GR7 Atlantic road tractor, the first vehicle to haul a load of more than 200 tons on British roads. There is so much to see in each of these hangers, and with 4 more still to visit we shall be returning to Wroughton airfield. This museum is situated off the Swindon to Devizes road and is well worth a visit, free entry and free parking, but no catering facilities, so you need to take your picnic. To check on opening times etc. Telephone 01793 814466. Or view [www. Sciencemuseum. org.uk/wroughton](http://www.Sciencemuseum.org.uk/wroughton).

**MARGARET SIMMONS**

**WELCOME** to new member Mr Darryl Hall from Holbury, Southampton. Also a welcome back to the club for Bill Coombs after a short break

\*\*\*\*\* **BIRTHDAY GREETINGS** \*\*\*\*\*

The club would like to wish many happy returns of the day to the following members, **MAX FEENEY**, one of our junior members who was 7 on the 25<sup>th</sup> February, and junior member **HENRY BAKER** who was 10 on the 23<sup>rd</sup> March, Henry has been coming to rallies and events with me since he was 2 years old. And last but not least **LINDA PIKE** has a birthday this month but I cannot tell you her age as she does not want people to know she has reached the BIG 50. Linda knows I can keep a secret.



## WSEC CLUB NIGHT AT THE OLD DOWN INN JANUARY 26<sup>th</sup> 2004

Well it's January again and the start of another year, the gathering at the Old Down Inn was to hear our guest speaker Martin Phippard give us a talk, slide and video presentation on the Great Alaskan Highway, not only the highway but the trucks that ply their trade along it's 1500 mile length. I arrived with John Bullock from Trowbridge at about twenty to eight to find the room at the Old Down full to bursting point with well over sixty members present. It was a cold night, but how could you cope with 70 degrees below zero, around 104 degrees of frost, for that is what you will find if you should ever travel the Great Alaskan Highway in winter. This country comes to a grinding halt if we ever get a couple of inches of snow, but up in Alaska the trucks keep rolling no matter how far the temperature drops. I for one just cannot imagine how cold 70 below must feel. Well I will try and relate how and why the highway was built and tell you of the trucks and firms that run them, I hope I can do justice to Martin's wonderful presentation, as we that were present were held spellbound watching the video and slides not only of the road and the vehicles on it but the wonderful scenery of Alaska. Martins first trip up the Alaska Highway was in 1961. He had been living in Montreal in eastern Canada and decided to move out west to work on the farms or oilfields. It was when Martin got to Winnipeg, about 1200 miles from Montreal he got a lift from two Americans from Minnesota who were going up to Fairbanks. Fairbanks is at the top end of the Alaskan Highway and Martin persuaded them to take him with them. He arrived in Fairbanks in the Autumn of 1961, after spending some time in that area he hitched back down to Alberta and worked on a farm for a while. The trip down was much more eventful than the journey up! At one point Haines Junction at mile 1016 (locations on the highway are known by their miles along the highway rather than their names) he was dropped off in the late afternoon. Haines Junction was just a split in the road back then, it only had a service station and that was it. All through the night until 10am the next day he waited, and then a truck came along, HEADING NORTH the wrong way, the driver did stop and ask if Martin was ok and then went on his way. The second night, (it wasn't cold) he just sat on the side of the road clutching his bowie knife and listening to the wolves in the hills, an unforgettable experience. Now Martin walked till he got to the town of Whitehorse and got a lift with an oil rig worker, heading south to Edmonton. Now this guy was in a hurry and at this time the highway was all loose gravel and mud, it was at Muncho Lake that the driver rolled the car over and totally wrote it off, they were both very lucky and got out unhurt. Al the driver said was I guess we're both hitching now. On that one trip from Montreal to Fairbanks and back down to Bashaw, Alberta, Martin covered in excess of 6500 miles. ( London to Moscow is just over 2000 miles). The state of Alaska was originally part of the Soviet Union and was purchased from the Russians in 1867 for \$7.2 million, that works out at about two cents per acre. Towns like Juneau, Anchorage and Fairbanks came into being at the turn of the last century, but only accessible by sea at that time. The terrain was always considered too difficult to build roads over because of the sheer numbers of rivers, mountain ranges and muskegs, (swamps to you and me ). It was renowned for it's stunning scenery, extreme temperatures, abundant wildlife and sheer physical size, and limited population, but this was about to change The attack on Pearl Harbour in December 1941 sent fears of a possible Japanese attack on the USA with an invasion via the Aleutian Chain, this is a series of undefended islands off the west coast of Alaska. The islands reach right down to Hawaii, only two hours by plane from Japan. It was not at all surprising that a decision was taken to build a highway connecting Dawson Creek in British Columbia Canada, with Fairbanks in Alaska. This artery could be used for the movement of troops and equipment into Alaska in the event of an invasion. Known initially as the Alcan (Alaska Canadian) Highway, and then simply as the Alaska Highway. The road stretches over 1523 miles and passes through Canada's Yukon territories en route from B.C. to Alaska, in fact only about a quarter of the highway is in Alaska. The job of building the road was given to a Colonel Hoge, an interesting chap for he fought in three wars, the first great war, world war two and the Korean war, he worked in Mexico, Europe, Alaska and the Phillipines. A great engineer and soldier. Hoge was brought in because he had a reputation for getting things done. The road building was started in March 1942 and completed by November of the same year, only eight months. It was declared open on November 20<sup>th</sup> and was declared an all weather road on the 13<sup>th</sup> October 1943 opened to civilian traffic until 1947. **BY ERIC GAY. TO BE CONTINUED.**