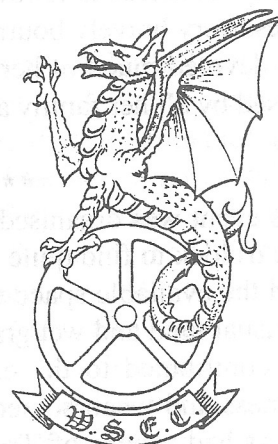


WESSEX STATIONARY ENGINE CLUB LIMITED

**MAY
1999**

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NEWSLETTER



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******* EDITORIAL *******

The committee puts quite a lot of time and effort into organising the events and meetings that you the members enjoy attending. All we ask is that you display some loyalty to our Club and attend our events when the dates clash with other attractions. Also please remember the committee are always open to suggestions, constructive criticism, ideas etc. as to how we can improve or add to anything we do. We are only here on your behalf.

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

The rally planning is going ahead without too many hitches, last Wednesday Brian Verrall, Colin Nicholson, Ray Baker and myself went to the rally site and erected the large advertising boards where they can be seen very well indeed by anyone driving past. We are also making 25 sets of 3 signs which will be put on the grass verges of all the roads in the area. Don't forget we rely on members to give us a hand to set up on the Friday and also to dismantle on the Sunday. Engine entries are coming in well, over 130 to date with 50 plus cars and commercials and 50 tractors and 30 motorcycles. The Club visit to the Westonzoyland Pumping Station saw about 20 Wessex members attending, and a very pleasant afternoon was spent wandering around at will looking at the various exhibits, ranging from stationary engines, steam engines to the large steam driven pump which was fired up for our benefit. Rob Armstrong has kindly sent me a write up on this visit, thank you Rob.

BJB.

******* GET WELL 'BERT' *******

I am pleased to say that Wessex member Bert Holloway from Fawley, Hampshire who had a rather nasty accident some months ago is now well on the way to recovery. Bert was travelling in the back of a Transit pick-up when due to a bit of rapid cornering by the driver Bert was thrown out onto the road. This resulted in a nasty injury to his head which needed sixteen stitches and an injury to his arm. I met up with Bert at the Hazelbury Bryant Rally and he seems to have made a good recovery. All the best for the future Bert. I would like to take this opportunity to thank Bert on behalf of the Wessex Club for the dozen bottles of assorted wines he gave me for the Club raffle. Thank you Bert.

******* HAZELBURY BRYANT RALLY - SUNDAY MAY 9TH 1999 *******

When I advertised this rally in the Newsletter I stated that I thought it was the best one day rally that I attend. Well some Wessex members acted on my advice and came to see for themselves and sought me out to tell me 'Yes I was right'. This rally which is held every year attracts so many exhibitors and visitors from such a wide area it really is staggering. There must have been at least 200 engines displayed. Quite a few engines were for sale and during the day quite a bit of the folding stuff changed wallets. One of the largest attractions at this rally is the large area of car boot stalls and autojumble stalls, it really 'pulls the punters' in, the 'Wessex' was very well represented with a very large number of us exhibiting our engines. A good display of tractors, classic cars, motorcycles, commercials etc. meant there was something for everyone. Colin brought his display of petrol cans and motoring memorabilia which attracted quite a lot of attention. This is one rally I shall never miss. My thanks to Dickie Plummer and his team for putting on such a wonderful show and long may it continue. Don't forget to send me entry forms next year Dickie.

BJB.

***** OBITUARY *****

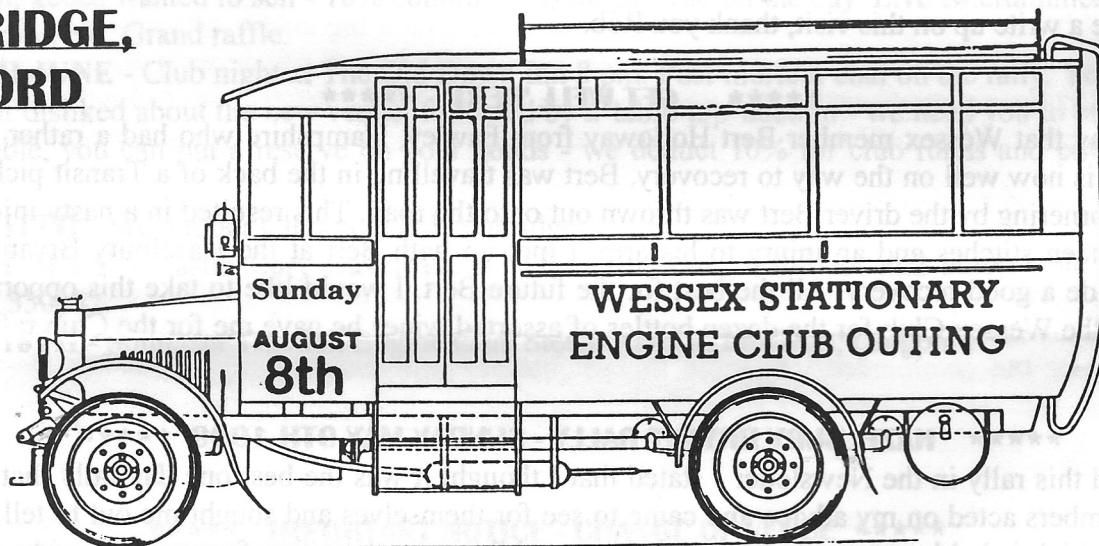
The Committee and members of The Wessex Stationary Engine Club would like to extend their deepest sympathy and condolences to fellow member Colin Baker on the death of his wife June on the 19th April at home after a long illness very bravely bourne aged 50 years. June who was my Sister-in-Law was a very valued member of our family and devoted much of her life helping and caring for other including their handicapped Son Justin. She will be sadly missed by all her family and friends, are thoughts are with Colin, Justin and family on this sad occasion. BJB.

***** THE NUNNEY CATCH CRANK-UP - SUNDAY 18TH APRIL 1999 *****

This event was organised by our President Robin Lambert and is a new one on the Wessex calendar. I arrive about nine o'clock to find quite a lot of engines already set up and ready to go. A steady stream of exhibitors turned up and soon the available space was quite full. The massive car park had just been tarmaced and it was certainly better than the usual mud and wet grass. The site is owned by Wessex member Gordon Callow who certainly made us welcome, and contributed to the exhibits by displaying his nicely restored Ariel Leader motorcycle. The cafe opened for business and when someone mentioned cooked breakfasts were available I soon made my way inside, well I have always had visions of 'Transport Cafes' as being the 'Greasy Spoon' scruffy type of place but Gordons establishment was more like the 'Ritz'. It was very nicely furnished and decorated and had an extensive menu that would have put a lot of restaurants to shame. I had a full cooked breakfast for the modest sum of £3, excellent value for money. At lunchtime a lot of our members took advantage of a roast lunch for £3.50 but I had to decline this as I was still full-up from breakfast time. 10 out of 10 Gordon. Back in the car park about 40 engines were now set up, including 4 large Rustons, Bill Appleby's, Arthur Smith's, Phil Marshall's and Chalky White who had come all the way from Southampton. Fred Biggs had a 'garden shed' with a fine display of vintage smokers requisites. Also a Ford Anglia car. It was unanimously agreed by everyone I spoke to that this was a very good venue and would most certainly be an annual event. Gordon also told me we could hold other events there so watch the Newsletter for further news. We ran our usual Club raffle and what a success that was, the table was loaded with prizes of all sorts, some we bought and some were donated, many thanks to those who did give prizes. Gloria Carp sold over eighty pounds worth of tickets which added a good sum to Club funds. Thanks very much Gloria. It was all too soon time to load up and head for home, I shall certainly look forward to the next crank-up at Nunney which will probably be the anti-freeze crank-up in December.

BJB.

**IRONBRIDGE,
TELFORD**



***** ANNUAL WESSEX COACH TRIP *****

The final arrangements for the Coach Trip to The Ironbridge World Heritage Site at Telford, Shropshire is as follows; the pick-up point will be at the Nunney Catch Transport Cafe car park. Departure time 7.30am prompt. The route will be to Shepton Mallet and from there to Bristol via Farrington Gurney, Clutton, Pensford, Whitchurch etc. We can pick up anyone en route if they let Jackie know when making the booking. Please book early to avoid disappointment. Ring Jackie now on 01373 463526. The fare for the trip and the entrance to Ironbridge is £15 for Adults, no charge for children.

******* WESSEX STATIONARY ENGINE CLUB VISIT TO *******
******* THE WESTONZOYLAND PUMPING STATION ON SUNDAY 2ND MAY *******

What a good idea it was for the Club to organise this visit on May 2nd! Frances packed a picnic lunch for us and we drove down there late on a beautiful Sunday morning - many trees were in blossom, and all of the leaves were freshly green, they hadn't had time to become tired and soiled. Even though I had worked at the Puriton Ordnance Factory between 1965 and 1973 I had never strayed as far as Westonzoyland before, although I had known how vital to the factory the drainage and water supplies were. It's an add thought that the production of RDX, that superb modern explosive without which World War II could not have been won, was limited to that one factory in the U.K. and was wholly dependent on the lovely Crossley diesels at Gold Corner to supply cooling and process water tot he Factory via the New Cut, and on the 1861 steam engine and pump at Westonzoyland and its fellows elsewhere which had drained and prevented flooding of the levels until 1951. The road to Westonzoyland was clearly signed, and some kind soul had put up notice boards 'Pumping Station' at the base of the signposts. Just as well - the road became narrower and less promising, then just as it seemed likely to peter out altogether a short stumpy stack could be seen, emitting a trace of oddly light brown smoke. Park the car at the roadside, find the entrance, pay for our tickets (sad, isn't it, that I no longer have to ask for pensioner's tickets, I get given them automatically now!) and to start the tour. We didn't do it in any logical order - I needed the Gent's first, a fine early 20th century example, and went straight on to the boiler house. A modern vertical boiler in a spotlessly clean house, steaming easily at only 20 psi or so, burning scrap wood. I later saw the steam-driven circular saw which cuts the wood into bite-size (or, rather, shovel-size) pieces. I suppose it's easier to keep the boiler house as clean as it was when you don't burn coal? The boiler was not lagged at all - but this makes sense if it is only fired now and then. Lagging on a cold boiler traps damp and encourages rusting, besides making insurance inspections more difficult. Then to the forge - a full-size blacksmiths forge, occupied by a large, pleasant young man who was using the bellows to urge the fire. I suggested that he might need a helper for blowing while he worked - but it seems insurance conditions would not allow this. A pity! but the work he was doing impressed us greatly. I had thought to see some massive forging being done, but instead he had produced a beautiful curled leaf from thin sheet material, such as you might find on a screen at the Chancel of an old Church. He was then working on a hollow statue of a monk - it seemed to have an air of death about it, or at least of great sadness. Its creator was well aware of this, and was trying to change it. He told us he was a student at Cannington. Must be quite a place! Then to the beam engine itself. I had expected something in the Cornish mine-draining style, but this was quite different. Two vertical cylinders sitting either side of the central assembly had indeed got small beams above them, to drive a horizontal shaft with a big crown wheel running in a vertical plane, meshing its apple-wood teeth with a much smaller gear on a vertical shaft which drove the pump impeller beneath. The impeller didn't have a volute casing, but ran directly in the pump pit, and its rotation would raise the water in the pit to a level where it could overflow to the river. A neat, practical design; as the engine and pump are mounted on a vertical, cast-iron tube, minor subsidence will not upset the assembly at all. Small debris won't affect the pump and large items which jam the impeller will merely strip a few wooden teeth from the crown wheel. A pity that the modern pump in the neighbouring building had so reduced the water level that the steam pump could not quite prime. There were more crafts to be seen. Papermaking by hand - the lady doing this so expertly had a fine sieve to dip in the 'stuff', the pulp of fibres in water, and the wires were decorated with applique birds as a watermark. She had wanted hawks, but commented that these looked just like seagulls. My suggestion that she could call them 'Wiltshire Hawks' was politely received, but I doubt it will be used. Inside the entry building the paper was being sewn into small bundles for binding into a book. Neat, impressive work. And nearby was a nicely contrived doll's house, a delight for any small girl. I had to scurry through the rest of the exhibits, horizontal steam and diesel engines, a lovely little steam turbine, a Tangye horizontal engine which was governed by belt drive so precisely to run really slowly, noiselessly and steadily, an hydraulic ram and much, much more machinery so obviously needing informed tender loving care. We should be grateful, firstly to Mr Louis Kelting who made preservation of five of the steam drainage pumps possible, and now to the busy, kindly volunteers of the Westonzoyland Engine Trust. Engines are in steam on the first Sunday of each month from April to October, and on Bank Holidays (not Christmas or Boxing Day) from 2 to 5pm. For all club members who could not be there on May 2nd, do try to get to Westonzoyland. You won't regret it!

ROB ARMSTRONG

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

FOR SALE. VILLIERS AIR COOLED ENGINE. £25 ono. Saw bench 24" fast and loose pulley with guide bar etc £30 ono. Heavy duty trailer axle (mini wheel type) £10 ono. Small trailer frame minus tow bar £10. 1 Pair of axle stands £10. Tel Roger on 01761 452565 (Clutton area).

FOR SALE. 1959 LISTER 'D'. Good running order on wheel barrow type trolley £40 ono. Ring 01749 830875 (Evercreech area).

FOR SALE. S/H BOILER SUITS. Perfect condition, just laundered, size 49" chest £5 each. 2 New boiler suits 54" chest £5 each. N.B. £1 on each sale goes to Club funds. Ring Tony on Frome 01373 464982.

FOR SALE. RESTORED GASGOINES VACUUM PUMP. only £15. Ring Tony on Frome 01373 464982. For other parts to go with above pump to make a milking display ring Alan Bartlett on 01380 830344.

FOR SALE. Lister CS diesel 3hp. Engine overhauled but not repainted, with fuel tank but no water tank, complete with Lister axles and wheels to make a trolley £225. Lister H4 waterpump, all complete, good condition £95. Ring 01749 342671 (Shepton Mallet area).

WANTED. STATIONARY ENGINES for Clutton Flower Show on August 14th 1999, for further details ring Roger Parsons on 01761 452565. Come on Wessex members help him put on a good display. Free tea and cakes.

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

SATURDAY 6TH JUNE - Tatworth 20th Mini rally and car boot sale, Tatworth, Nr Chard. For details ring Mo Duke on 01460 220786.

JUNE 12TH & 13TH - West Dorset Club Rally at West Bay, Bridport.

JUNE 19TH & 20TH - The Wessex Stationary Engine Club's 22nd rally at Winchester Farm, Cheddar. Auction on Saturday at 11am, goods wanted to sell - 10% commission, we pay you on the day. Live entertainment in the evening in the barn. Licensed bar. Grand raffle.

MONDAY 28TH JUNE - Club night at The Old Down Inn 8 pm. Post-mortem chat on the rally. Your chance to say what you liked or disliked about the new venue, followed by a 'table-top' auction - we need you to bring items to sell to make this viable, you can put a reserve on your goods - we deduct 10% for club funds and pay you out on the night.

JULY 10TH & 11TH - Sedgemoor Club rally at Highbridge.

SUNDAY 11TH JULY - Castle Cary Cavalcade of Transport Rally, car boot and autojumble at Castle Cary. Enquiries 01963 350182.

JULY 17TH & 18TH - Somerset Traction Engine Club Steam Rally at Lowham, Langport.

******* IMPORTANT NOTICE - CHANGE OF VENUE *******

The July Club Night Crank-Up on Monday July 26th which was to be at The Old Down Inn has been transferred to a new venue. It will now be at the Court Hotel which is situated just down the road from The Old Down towards Chilcompton. The Crank-Up will be exactly as before with bring and buy and the usual raffle. Raffle prizes would be appreciated, we want as many members as possible to turn up, preferably with an engine, there will be a prize for the most unusual engine exhibited. Thanks for arranging this new venue goes to committee member Roger Pike. So it appears as though the Wessex Crank-Up is going a bit 'Upmarket'.