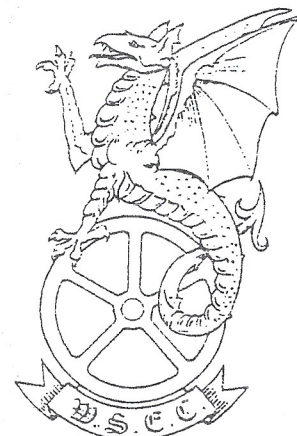


WESSEX STATIONARY ENGINE CLUB LIMITED

MAY 2004

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

NEWSLETTER



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

With events and rallies now in full swing I shall look forward to a large influx of reports to include in the newsletter. It doesn't matter how small the event is drop me a line and tell me about it. It has really pleased me as editor to receive some splendid reports from two new contributors, Margaret Simmons and Andrea Feeney, come on you chaps they are putting you to shame.

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

Any member who did not attend the club night at the Old Down Inn on April 26th, missed an absolutely brilliant evenings entertainment by WSEC member Phillip Thornton-Evison. Phillip gave a talk and slide show of his recent trip across the pond to America. The first slides depicted the streets and houses and the American way of life, and then Phillip showed us pictures of engines at a rally he attended, the likes of which we never see here. Phillip's slide shows are always something special due to his expertise with the camera, and this certainly shows up with the detailed shots of the engines. Phillip gives a running commentary all through the show with his usual witty banter and comments which at times had the audience in stitches. We have had many talks in the past from Phillip and we are deeply indebted to him as to entertain us here in Somerset he has to travel all the way from his home in Oxford. Phillip on behalf of the club thank you very much indeed. On Sunday 9th May I exhibited at the Hazelbury Bryan rally, I have always stated that this is one of the best one day rallies, this year was no exception, with good weather, and the field full of traders stalls and vintage exhibits of all sorts and sizes, including a large number of Wessex Members exhibiting their engines, Dickie Plummer and his helpers have to be congratulated on a brilliant day which benefits a lot of local charities. Well done Dickie, make sure you send me an entry next year.

ADVICE WANTED has anyone a Ruston Hornsby 3hp PB fitted with a Wico EK magneto? I am having difficulty getting the tripping mechanism to trip enough for the mag to spark. Any help or advice would be gratefully recieved. The mag has been fully restored and sparks well on other engines. If you can help please ring Phil Marshall on 01761 471461.

ADVERT Electrical installations, rewires, repairs and upgrades. Ring Eric on 01225 754374. A 10 % discount on prices to club members.

HELPLINE Arc welder, taps and dies available on free loan to club members. Ring Eric on 01225 754374 with your requirements.

MELLS DAFFODIL FAIR MONDAY 12th APRIL 2004

The weather always seems to favour this event, and this year was no exception. A day of bright sunshine ensured an excellent attendance, both on the part of the public, and exhibitors. There were 45 engines on display, which must be a record, over 250 classic cars, military vehicles, tractors and motorbikes, and streets full of stalls. The engines were some of the best I have seen, a varied and interesting display. Even better, most had exhibit boards, well done! However, there were still some without exhibit boards, including three beautiful black Petters with no information at all, not even the name of the owner of these impressive restorations. The engines included names such as Hercules, Amanco, Crossley, Bernard, Petter, and of course the ever present Lister D. Some of the more unusual exhibits were the Aeromotor ½ bhp eight-stroke owned by A Grant, believed to be the only engine to use eight strokes, the unusual looking Bernard 11 hp B2 owned by Brian Read. And the Root and Vandervoort 1hp driving an oyster shell crusher, owned by Roy Wintle. For the first time, Phil Marshall exhibited an interesting mill. The manufacturer's name is stamped on the frame, but it is illegible due to rust. The design was registered in 1922, and the mill was imported by Canadian Importers United. Moving on to the classic cars, glinting and gleaming in the sunlight were over 200 examples of cars from the turn of the century almost up to the present day, including such names as Sunbeam, Triumph, Wolseley, MG and Rover. These included a beautiful 1948 Triumph Touring Roadster. Aluminium bodied over a coach built wooden frame, there were only 2150 produced. It was the last car in the world with dicky seats and cost £1090 new. When a house could be bought and fully furnished for a similar amount it is easier to understand why so few were built. There were also a selection of military vehicles, no less than 7 Willys Jeeps, various commercial vehicles including a Bedford OB Duple Vista Coach. Built in 1951, the 29 seater has covered 500,000 miles in the service of Leathers Coaches, and has starred in the films 'End of the Affair' and 'Enigma'. There were ring events all day, including terrier racing, majorettes and circus skills. The streets were lined with a variety of stalls selling a wide range of goods from cakes to wood carvings and jams to fossils. The number of people can be gauged by the fact that at times it was difficult to move in the main street, and there were a queue 30 deep to get over the church wall. As always this was an extremely well attended and enjoyable event, and I can only hope all the events in this year's calendar are as good.

JONATHAN HOCKEDY
JUNIOR REPORTER.

SUNDAY MAY 9th 2004 at RADSTOCK MUSEUM

19 exhibitors turned out for, what was to be an excellent crank up. The weather was good, well at least the rain stopped! Arthur pulled out all the stops and actually brought along his Amanco Three Mule Team (1935). Gleaming and with all the brass polished. A big surprise for us all as he usually brings his Jeep! But, alas!, all was not well, his beautiful wooden trolley had collapsed, some say through woodworm, through long storage in Arthur's deluxe Air con workshop! Arthur blamed Martin. Martin's advice to Arthur was, if it's not metal leave it alone! Kevin Phillips exhibited his Petter M type apple top (1935) in beautiful condition, not sure what the tea pot and mugs were for, he did not offer a brew! But it got a lot of admiring glances from the public. John Brooks brought his IHC farm engine (1912) a Titan 1hp hopper cooled. At 12 o'clock 14 of us walked across the road for a superb Sunday lunch at the Radstock hotel. Shame Brian was not with us to buy a round at the bar. After lunch the sun shone for a while and as the Museum opened its doors the public came and had a look at our display. Paul Wilkins had his Wilkins Enigma on display made entirely from scrap. Junior exhibitor Sam Roberts set out his Petter 5hp and his girdle stone water pump, well done Sam, it looked great. All in all a good turn out and a great show of engines. P.S. Arthur has a trolley for sale, has a bit of damage, but it would be good for a wood burner, sorry but had to put that bit in!!

By Andrea Feeney

***** NEW MEMBERS *****

The club would like to welcome the following new members. Mike Hodgson from Keynsham. Mr J and Mrs A Warren from Frome. Capt. R and Mrs M James from Westbury. We hope your membership of the Wessex Stationary Engine Club will be a long and happy one.

THE 31st HISTORIC VEHICLE GATHERING AT POWDERHAM CASTLE
KENTON Nr EXETER 10th 11th JULY 2002

Do you fancy a weekend at the seaside in July? It would be alongside dozens of classic and vintage motor cars, steam cars, lorries, traction engines, old military vehicles, motor bikes, tractors, stationary engines and memorabilia displays, plus an interesting variety of trade stalls, auto-jumble, refreshment vans and a large beer tent. – Well read on. The Crashbox and Classic Car Club hold a two day annual event at Powderham in south Devon, on the second weekend in July, along side the beautiful Exe estuary, in fields adjoining the historic Powderham Castle, with their excellent restaurant and farm shop close by. This is an event that really requires two days to see and enjoy all that is on offer and the entrance fees are reasonable to enable families to make two visits. There is always a programme of events in the main ring as well as the usual parades for exhibitors. Once a day there is entertainment especially for children, which usually includes clowns and a tractor engine pull, which the children always win. Many car clubs attend, from the more modest to the Rolls Royce Club. Most clubs erect a gazebo on their allotted plot, but the R.R. club erect a pavilion reminiscent of a palace garden party! We have never seen so many Rolls together, and they are particularly interesting as the bodies were made by many different coach builders. I was interested to note that the Spirit of Ecstasy on the bonnets came in two different poses, standing upright or kneeling. I approached two gentlemen, both wearing the RR club tie and asked if they might be able to answer a question for me. One told me his companion should be able to as he was the chairman of the club. It's always best to go to the top, I find! I thought the different poses might be to do with the date, but it's much simpler than that. It's due to the seating position of the driver, as the mascot must not distract his line of vision, which just goes to show, in search of perfection nothing is left to chance. The Stationary Engine lines usually have some different exhibits, coming mostly from Devon and Cornwall. One year we saw a lone Wessex member proudly exhibiting our logo on his engine sheet. Powderham Castle, family home of the Earls of Devon since 1391, is open to visitors, and to encourage you to visit there are free tractor and trailer rides from the showground to the castle. The present building was begun in about 1391, with various alterations and additions over the years, up until Queen Victoria's reign, when the last major work was undertaken. This makes it a fascinating family home to visit. An event and venue that has something to interest everybody and well worth a visit.

MARGARET SIMMONS

SODBURY VALE CRANK-UP at Chipping Sodbury High Street.
SUNDAY 21st MARCH

This was to be a record breaking event for Jackie, Bill and myself as I don't believe we have taken the wraps off our engines this early in the year before. Weather forecast checked, Bill said it was going to be wet, Jackie said fine and sunny. We set off at 9am in a confused state as what weather to expect. One mile up the road the heavens opened, Bill's TV set was correct, all the way to Bath it simply poured. I have never been to a High Street Crank-up before, so this had to be different than the usual field, car parks and sports grounds. On arrival a young lady in the guise of Carol Phillips caught our attention with some frantic arm gestures and guided us to our allocated area, where her husband Kevin soon had us unloaded and set up in the engine enclosure. For Bill and myself it was a nice change to take out engines that we don't show too often, a three mule team Amanco and a 2hp Ruston Hornsby. An interesting selection was on display here, and a rough count probably about twenty engines, plus a few tractors. I have never stopped in Chipping Sodbury before, only just passed through, and was quite taken with this pretty little town which has a very wide high Street with lots of pubs and shops both sides. As the morning passed Jackie's weather forecast proved to be correct and we were blessed with sunshine, and at mid-day a superb Sunday roast was to be had in a nice old pub complete with a big open log fire. By mid afternoon the event had wound down and most exhibitors were on their way home. This was a nice friendly few hours and a great way to start our rallying year. Many thanks to Kevin for looking after us and to the Sodbury Vale Club for staging the event.

ROBIN

WESTBURY TRANSPORT EXTRAVAGANZA
WESTBURY FOOTBALL CLUB
SUNDAY 25th APRIL 2004

This event really had a run of luck for this new location. A warm and sunny day, a large and varied show of exhibitors and a large public attendance. The exhibitors, plus a few bootsale type stalls were packed into every available space around two sides of the football pitch. The organisers seemed to be overwhelmed by demand, as there were expressions of increasing panic as still more exhibitors arrived, and these had to be squeezed into spaces. A small contingent of 14 engines, around 20 motorbikes, various cars and commercials, including 5 fire engines of varying types and sizes made up the bulk of the display, supplemented by a few stalls selling workshop manuals overalls and tools. There was also a 'smashing game' which involved smashing rows of china with cricket balls, in a similar way to a coconut shy, which attracted interest from all ages. The vehicles included 3 Austin 7's, a 'Liason 4x4Scout Car Mark11', which served in the last Gulf War, 1953 Austin A40 Somerset, and a 1970 Austin 1100 which has only had one owner from new, and has covered just 11,000 miles. The various fire engines included a Dennis F36, Bedford TJ HCB, and a Land Rover RN Airfield Fire Tender. The commercials included a AEC Mammoth Major, Commer Walk Through which was originally used as a mine rescue vehicle at a colliery in West Glamorgan, and a Ford Thames 4 which was built for the MOD in 1957 as a command vehicle. Two vehicles which were different from the usual were the very large and very American 1941 model Plymouth Special Deluxe P11 Powertop, and the 200cc FMR KR200 bubble car. The car has a total weight of just 463lbs, and has a top speed of 62mph, and can reach over 100mpg. The engines included an Amanco 4 Mule Team, Villiers 9E 197cc tuned for a go-cart, plus a model traction driving a scale saw bench, all owned by G Woodham. Also on display were a Wolseley WD2, Ruston Hornsby PT and the 1944 Norman T300 owned by Mrs D Davis, driving a BF Sturtevant No 'O' forge blower. A point of interest for me was I met one of the banknote designers for the currency printers De La Rue, who probably designed three-quarters of my collection. In summary, this was another well-attended and interesting event. If there is one complaint it is that no one checked insurance, and there were rumours that some did not have any.

JONATHON HOCKEDY
JUNIOR REPORTER

P.S. Some member have said they would like to know what my plans are for the future. So, a short account of my plans. After taking my GCSE's in June, I will be coming back to sixth form at Frome Community College to study History, French, English Language and Literature and Government and Politics. After my work experience placement with the Somerset Standard in October, during which I accompanied reporter Aliya Frostick on interviews, wrote reports and spent a day in the courts, I will probably be pursuing a career in journalism, although consular or diplomatic work also interests me! Thanks to all members who have wished me good luck, and said how much they enjoy my reports, your praise makes it even more enjoyable.

On behalf of the WSEC and all its members I would like to wish Jonathon all the luck in the world as he embarks on whatever career he chooses, with his dedication and attention to detail I'm sure it is going to be a successful one. His contribution to this newsletter for a long time now has certainly made my job as editor a lot easier than it would have been without his constant stream of brilliant reports on the events he attends. If his chosen career takes him away from the vintage scene and we have no more of Jonathon's reports it will be a sad day indeed for the club. All the best for the future Jonathon, all our best wishes are with you.
BJB.

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

SUNDAY JUNE 6th. Tatworth Playing Fields Mini-Rally. Ring Mo Duke on 01460 220786 for further details.

MONDAY JUNE 28th. Club night at the Old Down Inn. Guest speaker Derek Hunt. A talk on the little known Dorset and Somerset Canal. Usual Raffle for club funds.

SATURDAY 10th JULY. Engines wanted at Burrington House, Burrington Coombe. Turn up around 12 o'clock for a fete opening at 2pm. Ring Brian Reed on 01934 852766 for details.

SATURDAY JULY 3rd. Holcombe Fete and Engine Rally. Ring Tony Davis on 01373464982 for further details