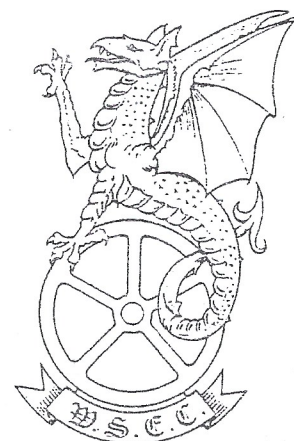


WESSEX STATIONARY ENGINE CLUB LIMITED

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NEWSLETTER



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EDITORIAL.

In the new year three committee members will be standing down. This means we will be looking for three new members to take their place. I feel sure that out of the 360 members at present in the club there has to be at least three of you willing to do your bit in helping to organize and run the clubs affairs. It does not involve much work or time, we have eleven meetings a year, (not one in December) to discuss the programme of meetings and events. (sounds easy dosen't it?). So if you would consider yourself to join this team of dedicated members please contact me or any committee member.

B.J.B.

CHAIRMAN'S REPORT.

Despite rumours that there will be no Wessex rally next year I can assure members that there definitely will be one. The only undecided factor at the moment will be it's venue. Watch this space for future information. Our September meeting at the Old Down Inn was well attended, and were treated to a superb presentation by a member of the Dorothea Restorations giving a talk on the recent projects they have undertaken. This was a memorable evenings entertainment. The Social evening at Cheddar Football Club saw about fifty members enjoy an excellent evening. After a battle on the alley between Robins and Jackies teams (Jackie's team won) the members sat down to a supper of faggots chips and peas or a ploughmans and salad which I am sure was enjoyed by all. (must have been as we had no complaints). The highest score for the gents was Ted Phillips and the highest lady was Gloria Carp, a bottle of wine was presented to the worthy winners. The finale to the evening was the grand raffle, there were over 40 prizes on display and these were soon snapped up by the various winners. I would like to thank Jackie and Robin for organizing the skittle teams, William Rogers for "sticking up," and to Linda Pike for selling the raffle tickets and helping with the draw. You will see from the editorial that we need new committee members, so I hope some of you will come forward to help me and the rest of the committee run the club.

OBITUARY

It was with sadness, at our last club meeting that we learned of the death of Gerry Burr. Gerry was a good friend of the Wessex, and many will remember him for his highly entertaining evenings at the Old Down Inn when he gave his talks of his younger days of lorry driving around the Mendips, and of his main career as a policeman. Many of us will remember him for his excellent and very knowledgeable ring commentaries at lots of rallies within our area. Gerry's childhood days were spent at Gurney Slade which he could always reflect as though they were yesterday. All who knew Gerry will miss him. Our condolences go out to his wife and family.

LOOKING BACK OVER 2002

When I flipped backwards through our 2002 calendar to have a reminder of how my rally and event year passed it brought home to me that I probably now don't attend so many events as I used to in my earlier years of rallying, perhaps I've got more choosy or maybe I enjoy other things as well as I'm sure we all do. It doesn't seem long ago that I would rush home from work on a Friday evening, hitch on the caravan (preloaded by Jackie) and off we would go to where ever the event was being held, and after the event on the Sunday we would do it all again in reverse order. This was quite taxing as you know for back at home the grass keeps on growing along with the weeds and your friendly neighbour is glad to see you back so he can stand down from watering your greenhouse and outside plants, plus feeding the cat. It often crosses my mind that my children, now in their thirties, perhaps never appreciated being dragged around over their precious weekends sometimes to spend two days in a caravan owing to bad weather, but now its been Darby & Joan for some years and with my first heating allowance cheque hopefully in the post, I look through my calendar and memories of the past year come flooding back starting with Mells Daffodil Day, Easter Monday for me is always a pleasure helping out here as I attend so many events that other people lay on for me its my turn to do something in return, and I do enjoy seeing lots of old friends that I haven't seen at all over the often long winter months.

Quite a lot of Wessex members attended the John Moore's memorial rally at Cleeve and although the day was tinged with sadness it was held at a lovely location and perhaps could become an annual event.

The end of April was our own club Crank-Up at Nunney Catch, this is always enjoyable and a good start off to the Wessex year of events.

Radstock Museum in early May was a first for us and many Wessex members. A new event that was enjoyed by all who exhibited and those who just came to look. Nearly all the available space was taken up by a good club turn out of engines.

Castle Coombe, mid May, what can I say a superb weekend in a great location, so much here to see that you don't want to stay with your engine incase you miss something.

Selwood Rally, 1st 2nd & 3rd of June a big disappointment for all who exhibited. A new site at Southwick, the field full of mowing grass, only half their normal amount of exhibitors and stalls, virtually no public.

Unfortunately this weekend clashed with Jubilee Celebrations and other events, lots of exhibitors left after the first day, bad luck Selwood, back to the drawing board.

Bridport Rally June 8/9th Located 100 yds from the sea front at West Bay, a better location would be hard to find. On Saturday a great day at the show, lots of everything, stalls exhibits public and sunshine, but Sunday morning early, very hard driving rain set in and made it impossible for the show to continue and by mid-day the field was water logged and most had packed up and left for home.

Club Rally at Cheddar June 15/16th Here I spend three days almost non stop talking. It's the only show Bill and I do a stall at instead of exhibiting an engine and we both really do enjoy a good chinwag with all who visit us and it's a good way of moving all your surplus bits and bobs on to someone else.

Astle Park 21st 22nd/23rd June. This event is probably my favourite one and is drawing more and more Wessex members as time goes by, in fact some of us travel in convoy as we did this year having joined up with Reg and Mary Butler at Tormartin interchange and had a pre-arranged meet up with Kevin & Carol Phillips at Birmingham, we all arrived on Friday morning to set up our camping area and unload our engines. I was quite looking forward to watching Kevin and Carol set up camp as they had just restored a vintage fibre glass folding caravan and was wanting to see how it was erected but while Reg and I were busy sorting our pitches we completely missed how it was done !!!!! I think I counted around 30 club members here that I knew. Almost 500 hundred engines were entered in the the programme was enough to quench anybodies thirst, commercials, tractors, motorbikes, military vehicles, a huge auction, and the largest stall section I have ever seen endowed this large site. The Five Counties Club stall had loads of engines and equipment for sale in a large pen with the more precious spare parts including mags, books etc inside their tent. They charge 10% commission on all items sold, which is a nice little earner for their club. Like all enjoyable events time passes too quickly and Monday morning we leave with Reg and Mary and head towards the Chester area for a weeks holiday. Carol & Kevin were heading across to N.Wales for a few days holiday. At arrival at our new camp site and pulling into two vacant pitches guess who was parked next to us – Yes that little folding caravan.

LOOKING BACK OVER 2002 CONTD

The end of July saw the Wroughton Nostalgia Show. Jackie myself plus Liz and Arthur went as paying public, there is so much to see here it can be quite exhausting just walking around such a big site with all the Science Museums hangers open full of exhibits and the giant antiques fair dotted around them you could easily spend half a day in the halls. Outside rows and rows of stalls almost stretch out of sight across the airfield and then of course there was all the vintage side of the show, we never covered it all in our day and had a welcome sit down and cup of tea with our friends in the stationary engine line. What did catch my eye here was the Airstream Club, vintage American caravans or 'trailers' as they call them shaped like a giant aluminium cigar tube, I could really fancy one of them, but convincing Jackie would be another matter.

Early August saw us on the annual in Club Coach Trip to St Fagans Cardiff and you will already have read a fine report of this day out by Jonathan our junior reporter and it makes me wonder if the day of the coach trip is over as you know we only half filled the coach there was a time when we used to run two coaches and have members on standby, let Brian know or any committee member your feelings on the coach trips, are they the wrong sort of venue, would you sooner make your own way there, are they too expensive? Please help us to help you as we are now putting together next years calendar of events and it would help us to know your views.

Mid August and we were on our way to the St Agnes Steam Rally, we have been attending here for quite a few years now and for us not an event to be missed, sadly Bill & Marg had to give it a miss owing to Bill's painful arm condition. He's on the mend now and driving again, and will be looking forward to Cornwall next year. Next to the Dorset Steam Fair this must be Britains second largest collection of steam exhibits on show, and on the Thursday before the rally, every third year, they do a road run, you may have seen some photographs of this in 'Old Glory' as they negotiated 'engine hill' near Porthtowan. As usual the Cornish weather could be relied on to have some rain while the rest of the country basked in sunshine, but it did not deter the public, it probably drove them off the beach to the show !!!

The first Sunday in September we arrived at Gurney Slade for a day of "Mendip Mayhem". I still think of this as Tencrest. I picked up Bill & Marg and after 20 minutes or so on the road Bill said, 'were are we going', 'a good point' I said 'in the wrong direction looks like' that's what happens when everybody is jawing, so we had a tour of Radstock and Chilcompton on our outward journey. Thinking that we would be one of the first to arrive we were in fact almost last, the field was packed with car boots and exhibits. An excellent turnout which I believe took organisers Linda & Roger aback, Don was on his usual (place the exhibits duties) and was hard pressed to fit everyone in. Two eye catching exhibits in the motor cycle line was a lovely little L.E. Velocette, an excellent restoration and close to it was Dot & Derek Watts new acquisition a Triumph Tiger 100. A nice line of tractors, a few old cars and engines dotted around the field made this a most enjoyable day.

Sunday 8th September saw around 40 club members arrive at our arranged visit to Derek Harwick's engine collection at Rangeworthy were upon arrival I was met by Liz and Arthur with a birthday present in the shape of an over 60's collecting tin, so I could afford a flat in the sun and some anti wrinkle cream. The tin I duly took around and collected 2p and some old washers, so it looks like I have to stay put in Frome along with my wrinkles. The day at Dereks was superb we saw the opening of a new engine 'barn' which included no less than six Bristol Wagon & Carriage Works Victorias, large open cranks and Petter 'S' types. More engines could be found in other large shed and a very interesting large building full of old bygones, that most of the over 60's will remember. The highlight of the day was a nice gesture by Derek to let me have a ride on his 1880's Penny Farthing bike and with a lot of help from him in starting off up his driveway I think I was getting the hang of it. 'How do you get off it' I asked - 'Just find a high hedge and fall into it' he answered. This was a great day for me and I know thoroughly enjoyed by all who attended and our thanks were conveyed to Derek by W.S.E.C. founder member and ex President Eric Brain.

Ship Inn Congresbury, well I never made it here owing to an appointment with a man and his scalpel, who tells me that now I have got rid of my bump I should never get another one. Well that's how my year went and finished here's to 2003.

ROBIN

***** A VINTAGE HOLIDAY *****

Our holiday back in July took us to Dorset on a small site in Oakford Fitzpaine, Nr Sturminster Newton, where Val used to stay with her Gran when she was little. The campsite is a caravan and camping site, A field with a fishing lake with geese, ducks and a heron. There were always plenty of fishermen (and Women) trying their luck. The interesting feature for me, though, was a nearby yard which sloped up to an open fronted -barn, all the way up the slope were scattered lumps of rusty junk! Mowers, cultivators, engines, sawbenches and in the barn was a Fergie Diesel and more bits and pieces. I met the owner who rides around on a Bonser Truck with a Petter AC1 diesel engine, he also has a Mayfield cultivator with a seat on wheels attached to the back. He has had a stroke and he can just manage to ride on these vehicles. We got talking and he said he would like to start another AC1 diesel, I had a go but it was mounted on a lump of wood and it was so wobbly that I couldn't hit it over compression. Having worn myself out on that one he suggested I might try his sawbench, powered by a AVA1 Petter. After a lot of swinging and sweating I finally got it to go, so he sawed up a load of wood. I happened to mention that I'd got a Petter AA1 at home, but hadn't done much with it yet. He immediately offered to buy it - I said I would rather swop it for a little Howard Bullfinch Rotavator he had - with a JAP 2A engine, the engine was all in bits but he had reckoned that most of the bits were in a bag, he agreed to the deal but said I would borrow his starting handle - my AA1 didn't come with one, can't complain, the engine was free. During the week I helped him with a couple of other machines, including a ride on mower with a bigKohler engine. We got home in time to pack up the Cobblers display, as seen at Cheddar and head for Wroughton Nostalgia show. The following week I cleaned up the Petter, bled the diesel through, mounted it securely on a steel base and following the instructions on the tank gave it a good wind up and dropped the exhaust lifter - and it started! A cloud of soot flew out of the exhaust, the smoke cleared and it settled down to the familiar sound of a "Temporary traffic lights" engine, (previous owners had been Lux Traffic Controls!) I phoned my new friend and said I'd got the Petter going, so we agreed to meet the following Saturday. Engine mounted on the trailer we set off for Dorset. We met, I duly demonstrated the Petter, quickly transferred it to his Bonser truck and I loaded the Howard and headed for home. When I came to sort out the engine the con-rod was missing and a chunk knocked out of the cylinder, this means that the rod broke. (see advert in the wanted column). Back to the holiday, attended a rally at Melbury Abbas Nr Shaftesbury, a small turn out of engines, interesting displays and demonstrations of hurdle making, comprehensive display of chainsaws, vintage tractors, cars and motorcycles. Went to the Tank Museum, first time since 1971 for me - Wow it's huge! Too much to see, but the ticket entitles us to go back for free before next April. They also have fun demonstrating tanks in an arena event. We also went round the Royal Signals Museum at Blandford Camp, again interesting, and I arranged to go back and do some research, the archivist couldn't have been more helpful. I found an instruction book and parts list for my small army charging set and they copied it for me, all I had to do was make a donation. Val went to a costume museum in Blandford - she was so interested that she stayed on about ¾ of an hour after they closed. As I said at the start - a truly vintage holiday.

ALAN AND VAL ROGERS.

***** BIRTHDAY GREETINGS *****

The club would like to wish a happy birthday to William Rogers who was 17 on the 6th of October. William has been attending rallies and events with Christine and Don since he was a baby. Greetings also to Gerald Atherton who also had a birthday on the 6th October, but I don't think Gerald was 17. A very special happy birthday is due to Stan Kerley who will be 80 years young on the 2nd of November. From all of us in the "Wessex" many happy returns.

NEW EVENT FOR WESSEX MEMBERS

The Wessex Club has been invited to put on a display of engines at the Bath and West Show in 2003. Any member wishing to exhibit an engine, preferably driving something, at this prestige event please let our secretary Arthur Smith know on 01985 840385. We have to submit a list of exhibitors to the Bath and West by December, with the details of your exhibit. The show takes place over 4 days during the last week of May. Don't let the club down, this is a golden opportunity to "fly the flag" for The Wessex Stationary Engine Club.

SOMERLEAZE FARM SHOP CRANK-UP SUNDAY 21st SEPTEMBER 2002

Where were you all? Over 30 engines were promised at this new event, but only seven turned up! It must be said, those who did not come missed out on a great crank-up. Teas and coffees were brought round to exhibitors, B-B-Q hot dogs and bacon rolls were on sale, not to mention the comprehensively stocked farm shop. The shop sells a variety of local and organic produce, from Somerset cider to fresh meats, and everything in between. On the subject of cider, there was cheese and cider tasting on offer, of which most exhibitors appeared to be consuming in quantities. I decided to do my rounds early in the day, before the exhibitors became too inebriated to give any sensible answers. One engine which must be mentioned is Brian Symes 8hp Lister, an engine and 'water' feature. The water cooling tank had a number of small holes in the bottom, resulting in water spraying out in all directions. Luckily the ground was dry after a spell of good weather, and the day was sunny. Also on show was a Ruston Hornsby PT, Lister D, Lister Domestic Pump, Bamford E61, Amanco 'Johnny Boy' and an unusual Petter Universal 2, this engine has a large casting on the front, stamped with the name, giving it quite an unusual appearance. The Ruston Hornsby, which was given to me by Eric Gay, was the subject of a little drama. The split pin holding one of the wheels on the trolley shook out, the wheel fell off, and the engine tipped onto its side and continued running! After righting it, and wiping off the grass, it ran for the rest of the day, with no permanent damage. A contingent of tractors was in attendance too, with a EN27 Fordson fitted with a V8 Perkins fire tender engine, which gave it a rumbling exhaust and quite a turn of speed, plus an Allis Chalmers, and an International model B275, coupled to an International Harvester seed drill. The photographer for the Wells Journal, Tony Bolton, visited during the course of the morning, taking a selection of photographs, including one of me admiring Brian Symes Lister. I wonder how he'll explain the water feature in his caption?. This was a very good first crank-up, and with a bigger and better event promised next year, I would hope to see more engines turn up.

JONATHON HOCKEDY
JUNIOR REPORTER

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

FOR SALE Scamell engine with water pump all in one unit. £100. Petters 'M' 3 hp. Tank cooled. With water tank. Not on trolley. £275. Petter 'M' tank cooled. 5hp, single flywheel, to be restored. £225. Small and large fuel tanks in good £10 each. Metal turning lath Single phase. 3 speed. 5' bed 4' centres, ¾ jaw chucks, face plate, centre plate, in good condition. £300. All items open to offers. For further details ring 01179 675225 after 6pm and ask for Martyn or Andrew.

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

SATURDAY 9th NOVEMBER. Cotswold Bring and Buy Sale. Enstone Airfield Oxford. From 10am onwards. For details contact Carl Newton on 01285 71230.

SUNDAY 17th NOVEMBER. S.S.A.P.C. "SORTOUT". Next to Palmers fish and chip restaurant Yeovil. (behind Asda). For details ring Brian Jones on 01935 824543.

MONDAY 25th NOVEMBER. Club night at the Old Down Inn. Guest speaker John Budgen. Giving a talk on the history and repairing of church organs. Also the usual grand raffle.

SUNDAY DECEMBER 1st. "ANTI-FREEZE " Crank-up at Nunney Catch Transport Café. Hot food and drinks available. Usual giant raffle, prizes would be most welcome.

FRIDAY DECEMBER 27th "MINCE PIE" crank-up at Nunney Catch Transport Café. Please note no food available. (Gordon and Jackie wants a rest after Xmas the same as the rest of you). Mince Pies and hot drinks will be on offer. Usual raffle.

SEPTEMBER 30TH CLUB NIGHT - GUEST SPEAKER PETER FROM DOROTHEA RESTORATIONS.

Peter started his talk and slide show by giving a well documented talk on how Dorothea Restorations was formed, then split into two groups – The Northern group undertaking more mechanical restorations and The Southern Group based at Bristol doing more building work and street furniture restorations. His first slide showed what looked like a large flat roofed concrete air raid bunker in Kent, but it was the remaining part of an old windmill. The company's job was to replace everything above that was missing, not an easy project as all the missing floors were 12 sided. The architects designed a large tapered steel box frame and roof assembly and bit by bit the windmill began to take shape, several floors were built in and a special cement based cladding fitted to the outside to make it look like the original wooden slats. An outside wood veranda was also fitted and they hope to fit sails at a later date and have it up and running as it used to be. Next came some slides of an oak and elm refurbished water wheel belonging to the National Trust, this was to power an old machine shop consisting of lathes, pillar drills etc., this was followed by a huge flour mill at Houghton, Nr Cambridge which required restoration of its triple water wheels and a major repair on its main iron shaft.

Peter told us that they had done a lot of work at Ironbridge (Club Members will remember our visit there) some of the work involved motorising large steam engines with electric motors so visitors could see them running and another project was for demonstrating how a large heavy railway locomotive could be pulled along a short track by handraulic process with gear reduction – a hands on demonstration aimed at the younger generation.

Dorothea Restorations also do a lot of work in the London area which included major repairs to the old town bridge at Windsor, most of this work was to repair cracked cast iron supports, they were not allowed to weld the cracks and all work was done by a metal stitch lock which involved drilling hundreds of holes and inserting steel pins around the cracks, a very laborious job carried out from barges anchored under the bridge arches and all the repairs were wrapped in carbon fibre bandages to help prolong the life of the new joints.

We also looked at slides of a revolving stainless steel fountain installed in a large pond which was floodlit at night, the fountain proved to be problematic as algae from the pond would block the filters and jets from time to time.

Next was a large restoration job done on metal railings in the heart of London, very painstaking work to make sure the original bases were removed from below ground level without any damage done to them and when all was restored to original the mammoth task of putting it all back into place along with footpaths and walls. Peter explained how, during the second world war most iron railings were removed to help provide metal for the war effort and how most of it was never used, we have all seen the tell tail signs in our own towns with little lead blobs on the walls that once had iron railings removed. Also it is getting more and more difficult to find craftsmen who can do lots of the old jobs and make new furnishings that are required to complete these beautiful restorations and they have to shop around and look hard to find them.

At the end of the presentation Brian thanked Peter for his very informative talk and slide show and appreciation was shown by some 40 club members who attended.

Jackie

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

The club would like to welcome new members Mr and Mrs A Williams to the Wessex Stationary Engine Club. We hope your membership will be a long and happy one. You will find if you have any query about anything to do with engines someone in the club will be of assistance.

It has been brought to my notice that an event was advertised as being run by the WSEC, as this was not the case I would like to remind members that only events that are run by, or endorsed by the WSEC can include our club name or logo in any advertising, complications arising from insurance could result.

BJB