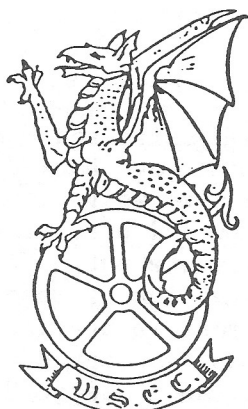


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

SEPTEMBER 1995



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****EDITORIAL****

The most talked about subject concerning rallies is always SAFETY, yet blatant disregard for the rules keep arising. At the Selwood Club's rally at Rode, the safety officers attention was attracted to one exhibitor whose small children were in very close proximity to working exhibits, even to the extent of a very young child trying to touch a moving belt. At our own rally the safety officer switched off engines that were left in the care of a very young boy while his father had gone walkabout, with these instances in mind it is the duty of every exhibitor to report any disregard of the 'common sense' rules. Also members must remember NO JUNIOR MEMBER UNDER THE AGE OF EIGHTEEN is allowed to run an engine without FULL SUPERVISION AT ALL TIMES BY AN ADULT WITH INSURANCE. For the future - SAFE RALLYING.

CLUB NIGHT - 21ST AUGUST - AN ILLUSTRATED TALK BY DERRICK HARDWICK.

Being an August meeting, also a warm evening, we only had 14-15 members and friends present. This was a shame because the talk was very interesting. Originally, we thought Derrick had come to give us a talk about Blackstone engines. However, Blackstones are just one of the many types he owns. Blackstone's featured early in the young Derrick's life. His father owned a DB fully enclosed engine, driving a 230/50 volt lighting set. This was used to provide power in the farmhouse during the forties. Derrick fondly remembered starting this outfit, to enable his mother to listen to the radio. Derrick had become seriously interested in stationary engines around 1968/69. One of his first engines was a 1904 Petter Handyman. His first public show was a Lions Club vintage show at Tormarton, near the M4 in 1969. The only stationary engine being displayed caused much interest. One of the first slides shown was of a early 6½hp Blackstone. This caused much interest because Brian Verrall had helped the previous owner remove it from a cider works. As the show continued we learned much of the starting procedure and timing set up used on the Fire Blackstones in the collection. Many of the Blackstones feature in the well known Patrick Knight and Tim Macaire video on the history of Blackstones. After a fairly in depth look at the Blackstones we went on to look at some of the other engines (forty) in Derricks collection. Those included many old favourites including Amanco's, Victoria's, Ruston Hornsby, Crossley, Bradford etc etc. some being in their original condition, others being restored.

Continuing after the 'New Look' raffle (just look what you missed if you weren't present). Derrick presented a series of slides taken at this years 1000 Engine Rally at Tatton Park. After which a selection of views taken at the private Anson Engine Collection at Poynton, Manchester. Rounding off a very enjoyable evening. Many thanks were offered to Derrick for showing his collection and experiences with us. Our Chairman, Brian Baker suggested that a trip to the North Avon Engine Museum might well be in order for next season. WATCH THE NEWSLETTER FOR DETAILS.

PHILIP CAUDLE.

CLUB LIBRARY.

As previously published we are aiming to compile a library for Wessex members. If any member has any books they wish to either give, lend or sell to this project please contact ALAN CARNEY on (01225) 334565 or any Committee member.

VIDEO REVIEWMADE IN USA - BY KNIGHT-MACAIRE.

This latest in the series of the regular video releases by Tim Macaire and WSEC member Patrick Knight, follows the now familiar format of good quality camera work backed up by an interesting historical and informative technical narrative. The diverse variety of modes of operation of valve timing and ignition systems is carefully and precisely explained, together with any special use to which the particular type was put. MADE IN USA is a huge engine subject to cover in just 52 minutes but careful selection of model types has produced a fairly representative cross section of examples of American Stationary Engines. Our video alone would barely cover such individual makes as Associated or International but Knight-Macaire have included not only these but New Holland, Jaegar/Hercules, New Way, Schmitt, Fairbanks Morse and many others. As with other titles in the series, imagine a day when it is too wet, too hot or too cold to go to a rally; or when you are stuck at home just feeling poorly, then why not 'Rally from your chair with Knight-Macaire. There are many other makes of engine which are 'Made in USA', we can look forward to 'MADE IN USA - THE CONTINUING STORY...?'

This video is highly recommended and is realistically priced at £15.95 plus £1 p & p from Tim Macaire, Mole Cottage, Southole, Hartland, Devon. EX39 6HW. Cheques made payable to 'Tim Macaire' please.
ERIC BRAIN.

THE OLD DOWN INN CRANK UP JULY 1995.

Just to think that a few years ago this event was going to be ended. It just goes to prove that we would have made a very big mistake if the event had been left to die. Monday evening must be a night to remember, in all the years I have been a Club member I have never seen such a crowd of exhibitors and visitors at the Old Down Crank Up, the car park was full and overflowing the slip road was full of engines all chugging away, I counted twenty three and while selling raffle tickets I saw a couple more turn up. Those club members who brought along spares and other things for sale seemed to be doing a good trade with many things finding a new home. I went to get a drink in the bar and found this to be crowded with members and visitors, Gordon our host at the Old Down was over the moon, he said it was the best Monday evening he could remember and his staff were kept very very busy serving drinks and replenishing the bar with cheese and salad rolls as these disappeared at an alarming rate. Well with pint in hand I returned to the engines and the job of selling more raffle tickets. If only I had known so many people were going to turn up I would have put on a much better raffle. I have discussed the subject of the evening raffles with other members of the committee and changes are in hand, so in the near future prizes I hope will improve, but it has been difficult to know just how much to spend on the prizes.

The evening was a great success and it was so nice to see our new members in attendance, I thank you one and all for supporting this event - please keep up the good work as without your support we cannot make the events we arrange a success.

As darkness fell members began to load up and depart for home and a few returned to the bar for a last well earned drink - I must admit I did have two pints of shandy, well I got thirsty talking to people, well thats my excuse anyway. I hope you all had a good evening and thank you all once again.
ERIC GAY.

THE OLD DOWN INN - CRANK UP AND BRING & BUY.

This proved to be a great success. The weather was in our favour although a hard storm arrived but thank goodness it was short lived. Many engines and their owners turned out and a very good display filled the car park. Ralliers had looked out their various bits and pieces to sell and got quite excited when purchasing their odds and ends which I'm sure will have a purpose somewhere one day. Rob Lambert had an array of gas masks and Army hats for sale, 'Perhaps he's heard World War III is approaching'. A steady stream of people frequented the pub and were clearly enjoying their pint and bread roll. A big thank you to the Landlord for the use of his premises, he was highly delighted with the trade and thanks all of you who came and supported this event. Eric's raffle ended a very enjoyable evening.

LINDA PIKE.

COACH TRIP - MORWELLHAM QUAY - 13TH AUGUST 1995.

The coach with 21 passengers left the Old Down Inn at 8am prompt and we made our way to the M5 for our journey southwards. We had a short break for a cup of tea at Granada Services at Exeter, then continued on our journey to Morwellham Quay which is 4 miles west of Tavistock in Devon.

The centre is open daily from 10am to 5.30pm, with slight variations in the winter and is much cheaper to go in as a party. After we were handed our tour guides which show the best way to go around Morwellham Quay and points of interest are indicated by markers with information about them in the Guide.

Our first port of call was to the introductory slide show which gives some of the history of this tiny port over a thousand years ago through to the restoration which has been done so far. We then decided that before we tackled the rest of the attractions we would go and find the pasty house which is very near to 'The Ship Inn', and after being fed and watered a trip down the George and Charlotte copper mine seemed the next call before it got too busy, then back to the Hydro Electric Power Station which is owned and operated by National Power. Water for the station is taken from the River Tavy and conveyed to Morwellham through a 4½ mile long canal which is more than 170 years old. The canal was originally used for transporting coal from the river Tamar at Morwellham to Tavistock, the boats returned with wool and minerals etc. Its construction was started in 1803 by John Taylor and prisoners of war from the Napoleonic campaign are reputed to have been employed on this work. The power station end of the tunnel terminates in a short length of canal 250ft above the River Tamar from which barges were lowered on an incline to the Quay below. Morwellham is the smallest hydro power station generating electric for approximately 700 people.

From here we made our way past the lime kiln and behind The Ship Inn to the port Museum, Gypsy camp and Mining Museum, and then back around to the large water wheel. In the early 1800's manganese was brought to Morwellham to be shipped after being ground to a powder between grind stones driven by this large shute water wheel. Amongst the ruins of the two grind stones, one is still in its original position. Next we came to workshops and the miners cottage to see the living conditions of this era, this was a very interesting area. The docks and quays came next, where we were free to wander, but climbing on the railways was out of bounds. The Great Dock was built in 1858, it was dug by hand and was capable of accommodating ships of 300 tons, it was restored in 1979. After exploring this area we went on to Dukes Drive for a carriage ride, this was great fun (Ask Brian Baker) the carriage driver was a 'Jethro' type character so kept us all amused along the ride.

Finally (with feet beginning to ache) we decided on a visit to the Victorian Farmyard and Shire Horse Stables, the land here has been farmed from about 1100AD onwards. The animals found here are typical of those found on a c19th Devon Farm, and the Ship Inn at one time became the farmhouse for Morwellham Farm. Shire horses are stabled here today as they have been for almost 200 years. Time was now approaching for our return to the coach so we walked back down through the refreshment area had a cup of tea and an ice-cream, and took a quick look at the gift shop and went back to the coach which left at 4.00pm calling in again at Granada for a 20 minute stop and we were home then nice and early after a very enjoyable day.

J.J. LAMBERT.

DATES FOR YOUR DIARY.

- 7TH & 8TH OCTOBER - John Kyte's 21st Garden Party (next to Kings Arms, Market Lavington) The large Brush engine will be running. This is reputed to shake the glasses on the shelves of the local Pub when it is running. ALL VISITORS VERY WELCOME - THE MORE THE MERRIER. (No more engines due to lack of space.)
- SUNDAY 15th OCTOBER - Autumn Transport Extravaganza at Dean Forest Railway, Norchard, Lydney, Glos. Steam Trains, diesel trains, cars, coaches, buses, commercials, motorcycles, stationary engines, traction engines, tractors, trade stands etc. AN EXCELLENT FAMILY DAY OUT.
- SATURDAY 28TH OCTOBER - A Wessex Stationary Engine Club Social Evening. Skittles, ploughmans supper. Grand Raffle. ALL MEMBERS WELCOME AT CHEDDAR FOOTBALL CLUBHOUSE 8PM.

THE STANTON DREW STEAM UP - 19TH & 20TH AUGUST.

One of the largest success stories lately has been the Stanton Drew Steam Up. In a very short space of time it has grown to be one of the premier West Country Rallies, with glorious weather, and on a superb site, this year's event would be very difficult to surpass. The Craft section, the models and the bar were housed in the large engine sheds, far cooler than marquees. A very large fun fair included 'The Golden Gallopers' and the Wall of Death, I believe this is the only one left in the Country. Over 40 steamers were on site including two Fowlers ploughing in an adjacent field. First class catering units were doing a fantastic trade, the bar was hardly able to cope due to the 'Heat Wave'. A Wild West Show was staged several times each day, funny how the Sheriff never seemed to get shot. In the working areas there was thrashing and baling. Sawing with a large rack saw. Lofty Coles was busy turning out his crusty bread. The usual collection of cars, commercials, motorcycles, military vehicles, tractors etc. filled the field. Several organs were sited around the field and a large Bristol Water carnival float also provided a musical background until 1 o'clock in the morning on Friday, which upset some of the early to bed brigade.

About eighty stationary engines of all sorts and sizes were displayed, including one section for Lister 'Ds' only. This proved to be unpopular with the exhibitors who would rather have been with the other engines. Most of the engine exhibitors complained of lack of room, and with campers, vans, caravans etc. about one foot apart this was with some justification. The organisers need to address this problem in the future because the lack of safety in such cramped conditions is of some concern. The water bowser servicing the engines came around at regular intervals both days - top marks for this. On the Sunday I had my Lister pump and 'Magic' bucket working away when a chap came up to the bucket, took out his false teeth, washed them under the tap and put them back in his mouth, UGH, if only he had seen the colour of the water that came from the bowser. On the Saturday evening nine hot air balloons took off from the ring - a very impressive sight. This was repeated on the Sunday evening. The atmosphere on the Saturday evening with the fair in full swing and the steamers in steam with vast crowds everywhere (including the bar) was electric. This is superb rally - long may it continue.

BRIAN J. BAKER.

- FOR SALE - Colchester Bantam Lathe, 3 & 4 Jaw Chucks, Face Plate, Loads of tools etc. £350 ono.
- FOR SALE - BSA 1960 A7 Shooting Star Motor Cycle - all parts restored - needs assembling. £1,300.
- FOR SALE - AJS 1964 650cc CSR - some work needed on engine and tank repair £1,200.
- FOR SALE - MAGNETOS - 2 ML type NCK £40 each. 1 Lucas AMI 34509 £60.
1 Series A Wico £40. 1 Fellows type EAI £80.
1 Coventry Patented Type K1 £25.
- FOR ALL THE ABOVE ITEMS TELEPHONE ERIC GAY ON (01225) 754374.
- FOR SALE - Small Petter Diesel. Model AA1. 2.8hp. Good running order £35.
Telephone (01749) 342671.
- WANTED - Flat belt pulley for Lister 'B'. Three hole fixing to flywheel.
Telephone (01749) 342671.

OVERHEARD IN THE BAR.

I hear LINDA PIKE has taken to driving on the pavements due to heavy traffic in the Chilcompton area. Plays hell with her mudflaps though.

WANTED RALLY REPORTS I would be very pleased to hear from any exhibitor or visitor. Share your likes or dislikes about any rally, Great Dorset Steam, St. Agnes Rally, Honiton Hill Rally, Neston Park Rally, Fairford Steam Rally, Countryside Cavalcade, Stonehouse Rally, Yesterday's Farming. Just a few lines will do or as much as you want to write. EDITOR.