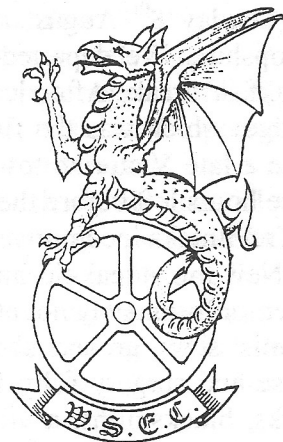


WESSEX STATIONARY ENGINE CLUB LIMITED

SEPTEMBER 1999

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NEWSLETTER



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

It does not seem possible that this years rally season is already coming to an end, how time flies. The difference the super summer weather has made to rallies this year has been very welcome indeed to rally organisers, I have noticed record crowds of the general public at rallies such as Yesterdays Farming and Countryside Cavalcade to name just two. Also our own crank-ups at Court Hotel and Tencrest were definitely the best yet, we still have our engine jumble and crank-up at Nunney Catch and Evercreech to look forward to and I'm sure I can count on support from members to ensure their success.

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

Of all the rallies I attend during the year I think my favourite has to be Yesterdays Farming, run by The South Somerset Club. You can always be assured of a space for your engine with a wide space, which enables your van or car to get out without taking down ropes. Ted and Topsy Scott who set out the engine lines are probably, in my opinion, the best engine stewards on the rally scene. Our founder member Eric Brain was kept busy nearly all day Saturday judging the various categories of engines. Thanks are in order to Roger Pike, Roy and Ivor Cox, Don Rogers, Dave Clack etc. for organising this years Tencrest Rally, which was the best supported yet. It really was a superb day. The Committee are still considering where, and what form next years rally will be. Watch this space for further news. It will soon be the time of the year to start thinking about next years committee to run the Club for the first year of the next Millennium, if you would consider to come on the Committee or you would like to nominate someone else please let me know. The Club cannot run itself.

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

FOR SALE. AMANCO 3.5hp on trolley, petrol/paraffin £300. Contact R Pike 01761 233028.

FOR SALE. MILKING EQUIPMENT – 1 Manus milking pump, flat belt £12. 1 Milkmaster pump, double vee belt 310. 2 Pulsators “ 3 each. 1 Cluster £2. 1 Vacuum gauge £4 or £25 the lot. Make interesting exhibit with your engine. Contact Alan Rogers 01249 813890 Calne.

FOR SALE. WOLSELEY W.D.8 with Godwin pump A.I.E. water tank and pipes £100 ono. Engine assembled on trolley and ready to use. Lister A with pedestal saw bench £90. Petter A.C.I diesel £10. Please contact Mr Phillip Wookey on Bristol 0117 9632739.

FOR SALE. P100, 5 months mot, good condition £250ono. Tel 01761 452565.

FOR SALE. JAP 2H.P. engine 330 ono. Tel 01761 452565.

******* AWARDS *******

At the Crank-Up at The Court Hotel a new idea was to award a prize for the most unusual engine exhibited. Committee member Alan Carney was asked to carry out the judging and found he had a problem, there were two unusual engines – Arthur Smith had brought along a rare American open crank 'Taylor' which has a built in compressor or vacuum pump depending which way a valve is fitted. Also J.P. (Tony Davis' Grandson) had brought his small beautifully restored Teagle, (once owned by T.V. personality Raymond Baxter) quite a dilemma for Alan as who to award the prize to. This was quickly resolved as quite by coincidence before the crank-up I was given 'two' identical very splendid cups by Gloria and Edwards Carp to be used by the Club. Problem solved. 1 Cup to Arthur and 1 to J.P. to be kept for 1 year and presented to the most unusual engine next year. So come on, delve into the shed, it could be yours next year.

BJB.

******* ANNUAL CLUB COACH TRIP *******

On Sunday 8th August the Wessex Stationary Club organised a coach trip for the members to Blist Hill in Shropshire. We departed from Nunney Catch Transport Café at 7.30am stopping en-route at Strensham for a breakfast break. After leaving we then arrived at the small town of Telford, here we viewed the famous Iron Bridge, which was the first Cast Iron Bridge ever made. After a look around Telford we left to go to Blist Hill. Here a late Victorian town has been created set in over fifty acres and extending to over a mile in length. With three hours left before the coach left for home, we certainly had plenty to see. The first thing we saw was a replica of Trevithicks locomotive, this was in steam and was running on a short stretch of track. From there we discovered the New Inn, a real old time pub complete with sawdust on the floor, Brian and myself enjoyed a fine pint of Banks bitter, unfortunately not at Victorian prices. After that there was so many really interesting things to see including a chemist shop, grocers shop, printer, mason and builder, sawmill, and carpenter, harness maker, draper, Doctor's house and surgery fully furnished with a lovely fire in the old cast iron grate. Then onto a large wrought iron works, blacksmiths, a village school, a photographer, a very nice original Severn Trow, a baker's shop, candle makers. The Blist Hill Blast furnaces, The Blists hills mine complete with steam driven winding gear which was working and gave us a demonstration of the cage going up and down the mine shaft, a locksmiths shop, a machine shop, a slaughter house, a butchers shop, a iron foundry, a cobblers shop, a confectioner, a decorative plasterers and a plumbers and tinsmiths shop. Most of these shops had volunteer staff dressed in the period costumes in attendance with many of the workshops working. This was a very entertaining and interesting day out, it is a great pity that often much work is put in by the committee that more members do not support these events.

RAY BAKER.

******* EVENING MEETING – 23rd AUGUST 1999 *******

August is generally a quiet month at The Old Down Inn, but this was not the case on the 23rd, the room was full with just over 40 members in attendance and what a wonderful evening it turned out to be. Our Guest Speaker, Commander Ken Frewer, kept us enthralled with his talk on Submarines. We generally have a break in our evening's proceedings but not on this occasion. The Commander held everyone's full attention till well after 10 o'clock with his talk and question time that followed. The Commanders career started in 1947 when he joined the Navy and served in surface ships in 1949 the call of the deep came and he transferred to Submarines until 1979 when he retired from the Royal Navy. He served on Finwale, Andrew and Artimist until he got his own command – Resolution, part of the Polaris Fleet of nuclear Submarines. After passing his Commanding Officers training course (only 75% of officers taking this course pass) he went on to take other training courses, such as binary mathematics but when proudly telling his family of his pass his seven year old son said 'Daddy WE DO THAT AT SCHOOL' The Polaris fleet came into being because of the failure of the RAF's Sky-Bolt missile programme. It was cheaper to buy the Polaris system from the U.S.A. Commander Frewer also assisted with some of the design elements of the Polaris Subs, such as getting the toilet re-designed so one did not have to remove his trousers first and the back into the toilet – he did not think this was quite right for the Royal Navy. A Polaris Submarine has a length of 420ft a circumference of 32ft and a weight of 800 tons. Patrol time in nuclear submarine was 56 days, 99% of this time was below the waves, with an operational depth of one thousand feet plus 7% this meant that the boat could in theory dive to 1700ft but this never happened to Resolution. With a top speed of 22 knots submerged and 15 knots surface the nuclear boats were very fast but on patrol speed seldom exceeded 3 knots this was due to cost. Speed = Fuel = Cost. Nuclear fuel rods cost lots of taxpayers money; the cost of one-hour running would buy a new mini car in the late seventies. Once on patrol all communications from the submarine is practicably banned, radio silence is a must and only to be broken in extreme emergency, the Navy guide book does not state what an extreme is, it is not the death of a crew member at sea or anything of due like. Ken told us of the games played with the Russian spy trawlers and how they would loose them and how on one occasion the Russians sent a signal informing Resolution that she was showing no navigation light. The Commanders reply 'I – know'. With the advanced detection equipment on board surface shipping could be detected up to eighty miles distance from the boat. Power for the turbo generators came from the 84 mega watt nuclear reactor this in turn gave a steam pressure of 400LB sq. in. to the three stage turbo generators driving power was a single shaft. After such a wonderful evenings talk question time was the best I have ever known and I have only missed about 3 evening meetings in the 16 years I have been a member. I would like to thank Commander Frewer on behalf of all of us at the meeting for such and enjoyable evening. The Commander asked me to say that his fee will be donated to the Wiltshire Air Ambulance.

E.J.G.

***** MENDIP MILLENNIUM P.H.A.B *****

Chewton Cheese Dairy County Show 29th August, 1999. Only a very small Wessex Club turn-out at this first annual show, we ended up with five engines and one pump, on arriving on Sunday morning about 9.30 in sunshine and blue skies, we were given a cut grass area at the side of the main car park and left to sort ourselves out. J.P and Tony quickly set up posts and ropes, which he had put in 'just in case'. As the car park soon began to fill up we would soon have been in danger of cars parking in with us. The Earl Waldegrave, owner of the land, opened the Show at 11 o'clock. There were lots of activities going on during the day, dog displays, ferret racing, and a large display of Gold Wing motor bikes. The owner camped at the rear of the dairy. This establishment is open all year round, except Christmas Day, and have a large first class restaurant, shop, selling dairy produce, wines and cider etc. Clean toilets and lovely tranquil surroundings and not far from the main road, could this be a rally site for next year? The Earl apparently has a steam engine of some sort that he would like to rally. Well we had a grand day out, Tony came home yet again with a sore throat, too much yapping I tell him. J.P. had a lot of interest in his Teagle, more so now he has on his excellent board that it was once owned by T.V. presenter Raymond Baxter, this has been confirmed by the great man himself.

DIANA DAVIS.

***** MENDIP MAYHEM 1999 *****

What can I say? This proved to be the best get together yet. I wonder if it had anything to do with the weather!! The day dawned hot and sunny and the field filled up fast. Engines, cars and motorbikes arrived along with tractors and 16 car boots. The C.L.I.C. stall, which saw home-made cakes, this year did very well, manned by the 'gang' and Brian and Mary Verrall did an excellent job with the raffle. Brian suggested a few weeks ago that a churn at the gate, with donations for C.L.I.C. might be a good idea as admission is free. This proved to be a real winner. The helpers on Saturday had a meal at the Pig & Fiddle (next door to rally) which was very successful. The owners had only been there 7 weeks but our hats off to them for an excellent meal. The rally raised a massive £285.93 after expenses and was shared out as - The Club £45 from car boot, C.L.I.C. £240.93 made up by: - £175 raffle, £41.43 Churn, £24.50 C.L.I.C. stall. Roger and myself would like to express our thanks to all the helpers on Saturday and Sunday and to all of you who supported us on the day and of course the general public who came to see us, more of them this year.

LINDA & ROGER PIKE

***** JUST CRUISING *****

With the recent spell of hot weather I thought a nice way to cool off would be to hop on to my old Triumph bike and let the breeze do the rest. Like the song, no particular place to go, I found myself winding down a long hill into the town of Radstock and approaching the centre, remembered that a new museum had opened in the market hall, having been re-located from Haydon on the outskirts of the town. Well I must say the next two hours spent in this excellently restored market hall was sheer enjoyment, the £3 entrance fee (less for groups and senior citizens) was real value for money. Located on two floors were displays from local industries, which included a carpenter's shop, blacksmiths shop, shoe making, local displays, temporary exhibitions, and of course displays of miners cottages and a nice tableaux of men working down a coal mine. Upstairs (there is a lift for those who require it) is a nice collection of by-gones and things many of us have forgotten including a Bakelite display, so much was made from this material from radios to electrical fittings. Back downstairs was a well-stocked bookshop, and a small cafeteria. On leaving to return home for lunch having still not really looked at everything in detail I thought perhaps this would make a nice club venue on a Sunday afternoon when all the rallies have finished. There is a large car park in the same street plus on street parking and we would be supporting a society that deserves all the help that they can get in preserving the social and industrial heritage of the Radstock area.

R.L.

***** WESSEX EVENTS *****

SATURDAY 2ND OCTOBER – Skittles and Social Evening at Cheddar Football Club – 8pm. Buffet supper (the faggots are ordered). Usual Grand Raffle for Club funds (raffle prizes would be appreciated). Open to all Members. If you wish to attend please let Jackie know on 01373 463526.

SATURDAY 23RD OCTOBER – Engine Jumble at Winchester Farm. 8am onwards. Stalls wanted – only £5 per pitch, any size. Buyers £1 admission. For further details ring Brian on 01749 342671.

SUNDAY 5TH DECEMBER – Anti-Freeze Crank-Up at The Nunney Catch Transport Café 9am onwards. The café will be open for breakfasts and cooked lunches.

MONDAY 27TH DECEMBER – Mince-Pie Crank-Up at Nash's Timber Yard, Evercreech Junction 9am onwards. Free hot drinks, Food – hot soup etc., Usual Raffle (raffle prizes would be most welcome). **OPEN INVITATION TO ALL.**

******* A CATS EYE VIEW OF THE WESSEX RALLY AT WINCHESTER FARM, CHEDDAR *******

For several days there was a caravan activity by my 'Mrs' I had a sniff around, are we off again? on holiday this time or what! 'Boss' firsks about in the garage with his rusty junk but what changes, but he did get around to putting the draw bar onto 'Franks car' the yellow Ford Mk1, and 'Mrs' had a last minute trip to get more me tac strips to put the Jap Gennys onto the trailer. 'Mrs' and I took off Thursday evening with the blue Ford and caravan. I had a cats eye view in my box looking out of the caravan window, after about an hour the landscape became unfamiliar, where are we now? ½ hour later entered through these very posh gates, down along drive into a BIG field. I hope 'Mrs' chooses the right spot for my stay, we left 'Boss' doing last minute tweaking but he arrived 1.5 hours later. 'Mrs' let me out of my box and as usual I had to wander around and approve the set up. After a good nights sleep, interrupted by an odd wandering along the hedgerow, more and more Heinz 57 vehicles and people with their exhibits kept arriving, all day long! Makes a change from horse shows, my 'Mrs' and 'Boss' were a bit wary, I am not too keen on black dogs, and one arrived next door! He seemed reasonable so I put up with him. Lots of blue skies and sunshine so 'Mrs' took off to Wells, shopping again. Saturday: - 'Mrs' actually got up early, she is a bit under the weather and does not always make it. The exhibits were up and out and going, I decided to have a long snooze, conserving my energy for nocturnal exploring later. I was not alone, 'Boss' had his caving pals turn up about 8pm, to take him off on his push bike – up Cheddar Gorge to the other side of Priddy for armchair caving at the Hunters Hostelry ('Mrs' had her book and chocs as usual) and drinkies. After keeping 'Mrs' company I was 'relieved' when 'Boss' returned after midnight, I could go out! About 3am I returned with a present, a shrew, tried playing around with it for a bit in the caravan, but it was not appreciated, so I left it by 'Mrs' slippers. It started to rain so I got my head down again. Sunday: - A bit wet to start with, but hopeful. I thought it prudent to stay around the caravan and awning; 'Mrs' had to take it slow, the wet and cold upset her rheumatism, so the electric scooter had to come out again. 'Boss' took the yellow car in the ring again. As the weather improved, I watched everyone doing their own thing; they seemed to enjoy it!

AS TOLD TO VAL ROGERS

******* WESSEX RALLY *******

Now I would like to bring to your attention the following facts; YOU the Members of the W.S.E.C Ltd. Want a Vintage RALLY. Members of the Committee want to run a Rally for all of you. That means YOU all 300 plus members BUT yes there is always a but without more help on and off site with such things as paygate helpers, marshals, safety officers and stewards and help with many more tasks YOU MAY NOT GET A RALLY. So come on Members please help us to help you – If you can help in anyway please let any member of the Committee know – If its only an hour on the rally weekend manning the entrance gate – THIS WILL HELP. (It is not fair for one member to stay all day on a gate without a break). So please if you feel that YOU can help in anyway do let us know – don't ignore this plea for help – **YOUR CLUB NEEDS YOU.**

E.J.GAY.

******* OBITUARY *******

It is with regret and sadness that we learn of the death of Bernard Petti, who passed away 9th August, 1999, aged 86. Bernard was a former member of The Wessex Club back in the 80's. He was a frequent visitor to our many crank-ups. Our condolences to his family.

******* OBITUARY *******

Mr Alan Thomas, the Commentator at St Agnes Rally, Cornwall died recently aged 52 years.

******* THANKS *******

Thanks to all who attended the Clutton Flower Show – plaques are on their way.

******* GET WELL SOON *******

Our Best Wishes for a speedy recovery goes to Rod Harris of Thornbury who has recently had a heart attack and is waiting to go into Hospital for a by-pass. Our thoughts are with you.

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

The Wessex Stationary Engine Club would like to welcome the following new members; Mr J Watkins of Whitchurch, Bristol. Mr & Mrs F Holder of Mells, Nr Frome. Mr & Mrs C Waghorn from Wootton St Lawrence, Basingstoke, Mr & Mrs T Holt of Shillingstone and Junior member James Adams of Spettisbury, Dorset. We hope your membership with the Club will be a long and happy one.