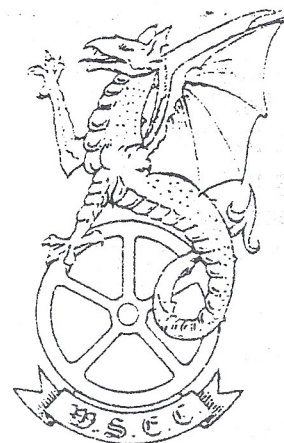


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In the summer of 1995 Robin announced that he was retiring from the job of editor of the Wessex newsletter. Three months later with no one coming forward to take it on, I said at the July 1995 committee meeting that I would take on the job of editor provisionally until we could get a permanent editor, well that was over 12 years ago. I have decided that I have done my bit, and now I am in the same position as Robin was, and I am looking for another member to take on the task as editor of the Wessex newsletter. If any member feel they would like to take on this important task for the club would they please contact me. It is not a hard task, members have kept me supplied with material for the newsletter over those years, it's just a question of collating that material into the newsletter. I will give any help I can to a future editor, but the club must realise that now I have expressed a wish to resign from this job I will not carry on indefinitely if no one comes forward. At the meeting when I said I would edit the newsletter Alan Carney who was a committee member at that time said that it was impossible to combine the job of editor with that of Chairman, well after 12 years I think I have proved him wrong.

I am absolutely disappointed by the total apathy displayed by members when it comes to supporting events and meetings that the committee puts in a lot of effort to put on. At the annual rally at Clutton we only had an entry of 54 engines, that is a pathetic number from a membership of over 300. At the August monthly meeting at the Old Down Inn only 9 members turned up, **YES ONLY 9**. Again that is completely abysmal, you were not all on holiday. The meeting which was a chat about the rally and a table top auction which attracted over 40 lots which I had to abandon because of the low numbers of prospective purchasers, it was the same with the raffle, not enough present to hold one. The stalwart members who did attend were treated to a film show by Colin Baker with his new digital projector and big screen, showing a film of the Morris Car factory in the early thirties, including a road test of their current model of the time all around Devon including Porlock hill. Another event which was probably beaten by the weather was Fred Bigg's B-B-Q. even so not one member bothered to ring Fred to see if it was on, the few members who did turn up enjoyed a cup of tea and a natter in Fred's barn. Again the crank-up at Wookey, organised by member Steve Baker was poorly attended, with only about ten engines displayed, this is a splendid venue and it deserves better support, Steve has stated that he will not be running it in future due to the poor turnout. If you the members do not want these events and meetings then for goodness sake say so, it will save some of us an awful lot of time and work.

FOR SALE Petter A1 1 ½ hp. Driving a water pump. On 4 wheel trolley. £80 ono. Ring Giley on 01373 474579. Frome area.

FOR SALE Laycock Engineering Co, three cylinder water pump with inverted crank shaft. All complete on four wheeled trolley with tank plumbed in. Finished to my usual standard. Reduction gearing needs fine tuning. £160. Ring Tony on 01373 464982 for further details. Frome Area.

2006 – THE RALLYING YEAR SO FAR. By ERIC GAY

Well the year started as most years have with our first trip out with an engine to Mells Daffodil Day on Easter Monday. The sun shone and with a good crowd it was a good start to our rallying year. I did not count the number of engines present but it must have been near the seventy mark. Along with engines there are cars, commercials, motor cycles and tractors making up the vintage side of the show, while the village streets are lined with stalls selling all types of goods from plants to cakes, clothes to books, and everything in between. A great one day show, and it was good to see old friends after the winter. If you have never been to Mells you must make it a must next year. Now I have never been to the Abbey Hill Rally, so on the 29th April the Nissan with the Amanco on board headed for Yeovil. When I arrived on site I asked for the stationary engine area, only to be met with "I don't know mate" go over and ask that bloke by the van. This I did and after about ten minutes with no one able to tell me where the area was, (they could even not find it on the site map) I was told to drive around until I found the stationary engine site. This I did and believe me it was more like a caravan park than a stationary engine line up. I did find a space after a lot of searching and unloaded the Amanco, a quick spin of the flywheels and off she goes, not bad after a winters lay up, or so I thought. I stopped the engine and went for a walk around, well it was my first visit to Abbey Hill. To tell the truth I was not impressed with the lay out, we stationary engine boys always seem to be left out when a site is planned. Well I returned to the engine for a days fun running the Amanco, now since I rebuilt the engine many years ago it has never let me down, but this was about to change, but before I tell you the sad tale I must tell you what happened on my return to the engine line. I was met by the engine steward and given a good telling off for undoing the ropes to gain access to the line. THIS I DID NOT DO. The ropes were already down, it took some time to convince him that I was not the guilty party, but the lads near bye soon put him right and after this he, and I got on really well, a nice bloke. Now lets return to that Amanco, would it start, not on your life, no matter how I tried. It turned out to be the drive end plate in the magneto, this had come to the end of it's life and had broken up in a big way. Never mind, I have now made a new one and all is well in Amanco land. I took the Petter Apple Top down for the rest of the rally, good old British engineering. All in all a great line up of engines of all types and sizes, some of which were really nice exhibits. I shall think twice before I enter next year because room was so limited and it was hard to find room for the paddling pools and play pens. It has been quite a few years since I last visited the Lambourne Country Show, but on Sunday 7th May we headed off for Hungerford and then on to Lambourne. How glad we were that we had entered this event, for a one day show it gets top marks. Engine wise they must have had between 80 to 100 engines, really first class exhibits. The tractor and motor cycle sections had well over 100 entries. The stalls at this show were doing a very good trade, I had two very good bargains, being old Glory magazines, issue one to the present day, all in very good order for 310. I then had bargain No 2 , stationary Engine Magazines in their binders at a give away price, I had to borrow a set of hand trucks to move them back to the van. Maureen bought a dozen new laid eggs for 60 pence, not bad at that price. We then went to look around the rest of the show, this even included a second world war Gannet Aircraft awaiting restoration. Rare breeds and the Shire horses were our next stop, Shire horses are a great love of mine as I was brought up with the shires. Now for something I have never seen at a show before, the Tank society. This display of model tanks with guns firing, engines roaring, crossing a river, driving over a Bailey bridge, climbing up over banks and hills and attacking an enemy position. This whole area must have taken a very great deal of work to prepare and the use of a JCB. I could have stayed and watched this display of models of British, American and Russian tanks all day. I had an engine to run and a few friends to chew the cud with so it was back to the engine line and start up the Petter. This is an excellent show and if you can get along to it next year you will not be disappointed. Our next show the following weekend was the Castle Coombe Steam Rally. I guess most of our members have visited this rally as an exhibitor or spectator over the years, and once again it was a great weekend. The steam side of the show was not as well represented as some years, but it may be me getting older and the memory is not what it was. Anyway it is still a first class show with many stalls to look around and spend your money. I bought a voltage regulator for the BSA, new old stock I was told, Just what I want said I, and parted with my hard earned cash, fitted it to my motor bike a few days later, don't b----y work, another waste of time and money, well that's life. I spent some time trying to drum up some trade for Clutton, got a few bikes and the owners of two lorry mounted stationary engines interested, said they would come, took entry forms but sad to say they were not returned. Castle Coombe is always a good weekend with plenty to do and see, so if you have never been give it a try in 2007.

TO BE CONTINUED NEXT MONTH



STRADBALLY STEAM RALLY. Co LAOIS. SOUTHERN IRELAND
SUNDAY 6th – MONDAY 7th AUGUST

This rally is organised by the Irish Steam Preservation Society Ltd. I visited the event on my recent holiday with my family to my daughter – in – laws family, one of many visits in the last three years. Monday 7th August is a bank holiday in Ireland and because of rain on the Sunday we went on the Monday. The rally site was very much like Tatton Park and Longleat sites, lots of space. The rally was much smaller than we thought it was going to be. At the rally two rather amusing things happened as we entered the field, a man in a white coat stopped us and took our money and gave us our tickets – drove no more than three feet, stopped by another man – tickets please, so we handed the tickets back – Irish or what!! We parked the car and headed towards the stalls and blow-me, a Don Rogers look – a – like, beard and pony tail. The show was very slow to get going and by lunchtime the stationary engine line up had increased from seven to twenty, but some were still covered up. Crosslets were well represented along with Amanco's and a 1910 Austin that was used to power the picture hall in Abbeyleix. Also a nice selection of tractors, cars and motorbikes. There was about 25 steamers, most stayed in their camping area until 1 o'clock when they started to come into the ring for an assortment of games, musical chairs, beer (or Guinness) in a bucket. One Showmans Engine "Princess Royal" No 3295 – built by Charles Burrell in 1911. Traction engines dating from a Ransomes, Simms and Jefferies No 111412 – built in 1897. other examples included Cleyton and Shuttleworth, Marshall, Fowler, Foster, Alchin and a Wantage built in 1905. Two fairground organs, a De-cap and a Wichelm. The rally has been held for the last 42 years. In June this year a steam museum opened in Stradbally. Exhibits include steam, fire and farm engines – hope to visit some when. I have phone details if anyone is going to that area to ring for opening times and admission price.

MARY BUTLER.

P.S. On the wet Sunday Stephen and I went to Dunmore caves near Kilkenny. To get to the bottom of the caves and back up was a total of 700 steps. The caves were only discovered when a field collapsed and revealed the caves. Some stunning stalactite and stalagmite formations.

EVENTS FOR YOUR DIARY

SATURDAY OCTOBER 7th. Social evening, Skittle Match and Supper at Butler and Tanners Social Club Frome. Supper of fish and chips or chicken and chips. Please ring Diana on 01373 464982 with your choice, suppers must be ordered before the event. We shall be holding the usual raffle, prizes will be appreciated.

SATURDAY OCTOBER 21st. AUTUMN SORTOUT at Cranmore Railway Station, Cranmore Nr Shepton Mallet. The café will be open for hot food and drinks. A good chance to turn your unwanted goods into hard cash. Pitches only £5. buyers still only £1. for details ring 01749 342671.

MONDAY OCTOBER 30th. Club night at the Old Down Inn. Guest speaker Mr Mike Dean. A talk and presentation titled Holy Grail and Obby Oss. The usual raffle will be held, prizes will be welcome.

<<<<<<<<<<<< H & T ON THEIR WANDERINGS AGAIN >>>>>>>>>>>>

A short note penned from a show on the Isle of Texel. A show with nine stationary engines, eight motor cycles, six cars, and over 200 tractors, from the Mallet garden tractor to the massive farm tractors. On the Sunday morning two tractor pulling tracks were laid, these were in constant use from 10am until 5 pm. From the Fergusson to the multi engined tractors, also truck pulling which I had not seen before. A very friendly family show. With a large low trailer full of sand for children to use as a sand pit, complete with toys, bucket and spades. Two bouncy castles, one large and one small, also a pedal toy track, all for free. (thoughts here for the Chairman) Electric for everyone free, every camper could get plugged in for all three days. There was also hot and cold running water with showers. A B.B.Q. on the Saturday night (not free) but with a choice of 5 lots of meat, sausages and burghers if you could get through it all. I thought this was a good idea – you purchased all your tickets at one counter for your food and drinks, drinks all one price. The ladies of the committee or club kept all the helpers with drinks and refreshments from a small cart all day. The tractors go for a road run around the Island on Saturday and on Monday they have a choice of a beach run or a road run. A shoe that's different but enjoyable with great people.

H&T from TEXEL.

WESSEX STATIONARY ENGINE CLUB ANNUAL RALLY AUGUST 12th – 13th 2006

Saturday 12th August, the weather forecast was to be in our favour this year, it started off sunny but a bit blustery. 54 engines of all shapes and sizes graced the rally field. This year we had a fantastic range of exhibits in the working section. Paul Chant brought along his converted horse-drawn hay cart, now a beautifully restored living van, his Chalmers Edina suction pump engine, a BHP 2.5 was busy pumping water alongside his Massey tractor and a very interesting steam roller, it looked brilliant. Fred Biggs, again in the working section had a set of shafting driving a Bamford corn mill. He also had a Hawkes of Taunton cattle cake crusher driving a Lister corn kibbler, this was also driving a sandstone for tool sharpening. The engine was 400 rpm. Fred literally had his "nose to the grindstone" sharpening his billhook. (the sharpened tool was in the auction on Sunday) Eddy Giles from Southampton could be seen making wooden objects on his pole lathe. I actually had a go, Eddy was making a dibber, for the garden – he showed me how to scorch marks on the clean wood with a piece of tree bark. Another piece of his work was a babies rattle using a whole piece of wood, amazing. The pole lathe, actually called a bodger, was used to manufacture bowls, tools, chariot axles and much more. The bodgers would travel from coppice to coppice making whatever was required. Eddy has had this pole lathe for ten years. Robin and his amazing world of collectables had just about everything for sale, anything from a wetsuit to a car radiator, ladies dresses, um ok Robin, we will leave it there. Along the line of 12 tractors was a lovely ½ size scale Field Marshall series 2 MK1 this was owned by M Rogers of Paulton. Mr Sage of Temple Cloud had his International 275 1961 on show, and K Weaver of Winford had his David Brown 25 1955 on show. In the show ring 9 motor bikes all with paint and chrome gleaming, BSA's, Royal Enfield, AJS, my particular favourite was a Triumph Tiger, my father had one of these, I spent many a Sunday with a toothbrush and Autosol cleaning the chrome to earn my pocket money. 23 cars of all shapes and sizes, one that caught my eye was a VW camper van, it was imported from Africa in March 2005 rust free, and was towing a teardrop pod trailer, it was really impressive. Also in the ring was the children's Hospice South Wales. By 11am Hazel was doing a roaring trade on the gate, we did have a lot of visitors. Martin and Max eventually got their Villiers going much to Max's delight, it was pretty eventful getting the engines here, Martin actually nose dived Max's engine and broke a small piece off. Saturday evening was a great success, we had the usual B-B-Q and after the prize giving we had a grand raffle, lots of you donated prizes, Asda donated some lovely prizes too. The free beer and cider went down well too. Well done Brian, lots of people said the beer was great! We held the auction on the Sunday, 54 lots in total, a good way to make a few extra pounds. So to sum up – the weather was kind and we had a great selection of things for people to see. We were unfortunate that one of our members had a run in with his starting handle, he sustained a nasty cut to his head, luckily we had our on site medic who advised a trip to hospital, the member, Mr D Adlam was glued back up and returned to sample a few beers in the evening.

ANDREA FEENEY

CAMERTON CHARITY EVENT. BOOT SALE AND CRANK-UP. SUNDAY SEPTEMBER 3rd 2006

As with last year the weather did it's bit to spoil our event. This year we even got our advertising right. But it rained on and off all morning, in the afternoon the clouds cleared and we had a sunny finish to the day. The exhibitors sat out and had a good natter. A total of twelve engines were on display with some driving pumps etc. The smallest engine was a D.K. Ltd 35cc Battery charger, owner Bob Adams. The largest engine was a 3hp Lister A, owner Andy Vincent. Kim Siddorn yet again turned up with something a bit unusual, this time a 1927 200cc Stuart Turner flat Twin, yet again an engine made to ministry specifications. this was in complete contrast to the other Stuart on display, it was a type N single two stroke, owner Richard Gill. Special thanks to Don Rogers who helped me set up the field on Saturday night, and see the exhibitors in on the Sunday morning during the storms, thanks must also go to Carole Galpin and her band of helpers in the hall who kept up a steady supply of food and drinks and managed to pack a few more boot stalls in the hall. And again this year thanks to Brian and Mary Verrall who set up and ran the raffle and organised the prizes. Diana bought some in to start it off, to all of you who turned up to give us your support, thank you! This year we were able to send to the "Babes Big Appeal" the sum of £130-15p.

TONY and DIANA DAVIS.

BLAGDON COUNTRY FAYRE

ROBIN

The winners of trophies for engines displayed at the annual rally at Clutton were as follows. Best Vertical Engine. Lister "J" type 3hp Mr Geoff Davis. Best Horizontal Engine. Phil Marshall. Best Working Engine. William Rogers. Amanco and two water pumps. Best Junior Engine. Carl Stevens. Lister "D" driving a drill and lathe. Best engine in original condition. Whitte Drag Saw. Geoff Davis. Best Engine in Show. Lister "D" and Water Pump. John Paget. Best Working Area Exhibit. Pole Lathe. Eddie Giles.