

HEDDINGTON & STOCKLEY STEAM RALLY & FAIR. 8th.&9th.July.

Full credit must go to the organisers of this rally as to the way they looked after exhibitors. Rallyists who stayed overnight were all found caravan & trailer parking close to their engines, the local shop delivered bread, milk and papers on both Saturday and Sunday mornings. Water for cooling was brought round twice daily by a large bowser, a great relief to all with large water tanks. Safety played a big part at this rally with double roping and in some cases, double fencing. The organising committee members visited all exhibitors to ask if everything was O.K. Our only complaint was that the engines were numbered too close, which they had already realised and apologised for.

Listeners were really out in strength (almost 1 in 3 of the entries), many of which were nicely restored. More and more engines now seem to be working machinery which is much more interesting for the spectators. R.Woolford gave a nice demonstration with his 1909 Bentall corn mill and so did G.Escott with his Harris Underhill mill. Water pumps were out in force, as were lighting sets. The most unusual engines which created a lot of interest were J.Kyte's 1924 hot bulb Blackstone, D.Smith's 1914 open crank Pilter, Mrs.S.Heath's M Type Hartop, E.J.Moore's 3hp Fairbanks Morse, and B.Merryfield's 1927 5hp. open crank Ruston & Hornsby, beautifully restored and a credit to its owner. All in all, this was a most enjoyable rally and the sun did peep through for us on the Sunday afternoon.

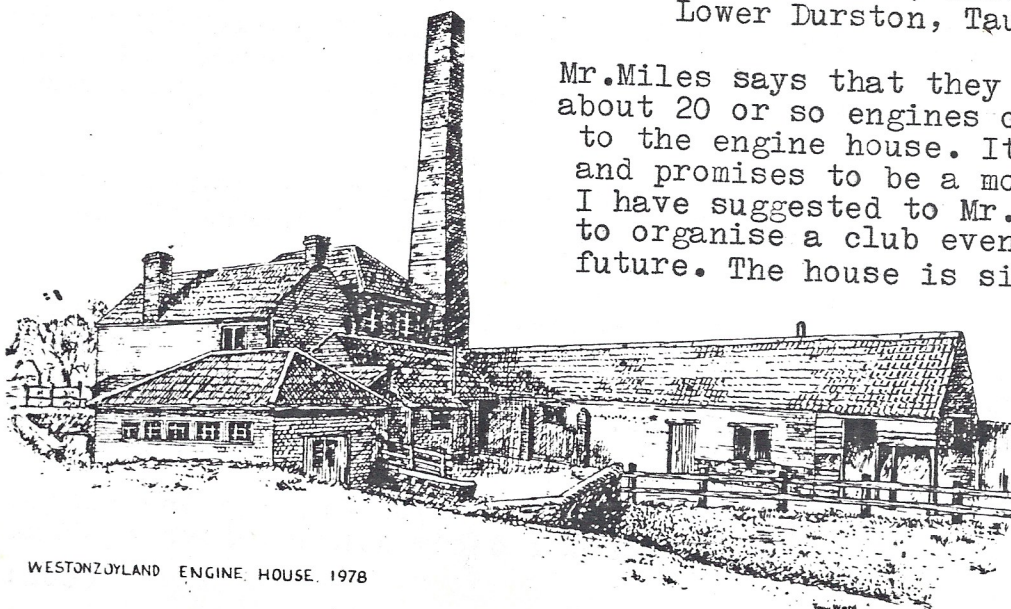
Many rallyists were sad to learn that the brothers W.& L. Crouch, from Trowbridge, have been forced to give up rallying owing to ill health, but we hope to see them still on the other side of the fence to have a chat with the many friends they made in their exhibiting days.

Rob Lambert.

WESTONZOYLAND ENGINE HOUSE.

Westonzoyland Engine Group are restoring the 1861 vertical steam pumping engine and buildings, and are putting together a small collection of items related to steam power and land drainage. They are holding two open days, August 27th.&28th., and are inviting interested W.S.E.C. members to stage a display of engines on one or both of those days. Since it is rather late to adopt this as a club event, which, given a bit more notice, would have been the desirable thing to do, I have suggested that any member interested in this event should contact their organiser direct. He is Mr.I.D.Miles, Brierley Cottage, Lower Durston, Taunton, Somerset.

Mr.Miles says that they could accommodate about 20 or so engines on a grass area next to the engine house. It looks a delightful spot and promises to be a most interesting venture. I have suggested to Mr.Miles that we may like to organise a club event there sometime in the future. The house is situated 4 miles from Bridgwater so this should be a nice event for our West Somerset members to join in.



WESTONZOYLAND ENGINE HOUSE. 1978

SHERBORNE CASTLE RALLY. July 2nd.

The annual vintage farm tractor and stationary engine display was held on Sunday, July 2nd. at Sherborne Castle, Dorset. This was the seventh such exhibition arranged by Bill Foster of Sandley, near Gillingham.

Over a hundred exhibits were amassed by Mr. Foster, who is the Stationary Engine and Tractor Secretary of the Great Working of Steam Engines held at Blandford each September.

Exhibits were from several clubs; Wessex Stationary Engine Club, Dorset Steam and Historic Vehicle Club, South Somerset Preservation Society, West Dorset Tractor and Engine Club, North Dorset Tractor and Engine Club, and Selwood Steam Preservation Society. Two exhibitors made the journey from Liskeard, Cornwall, and several from Wiltshire.

A large crowd visited the castle and exhibits during the afternoon, including a party from Aberdeen.

The exhibitors were each presented with a commemorative plaque marking the "Sherborne Castle Meet."

(Extracted from a report in the Western Gazette.)

-o-

THE START OF SOMETHING BIG!

Our way of life changed one summer afternoon at Yeovil Festival of Transport I was quite happy sitting in the sun, watching the 'Beer in the Bucket' race and the cavalcade of vintage vehicles, whilst my husband and two sons wandered elsewhere. Little did I know what they were up to!

My concentration on the 1910 something-or-other that was circling the arena was lost as the men suddenly appeared and demanded my presence at the other end of the field to see some 'little engines.' Being obedient, as all good wives should be, I reluctantly followed. I was immediately led to a small green 'un with steam gently rising from a pot on top.

"That one's for sale," my husband said, "and I think we can get it in the boot."

"What on earth do we want that for?" was my immediate reply. Surely I couldn't boil spuds in that!

Of course, the boys had already made up their minds and I knew that I had better keep my mouth shut. I was out-numbered yet again.

Our aged Humber was brought down the field and I watched silently as the Wolseley W.D.8. (as I was now obliged to call it) was squeezed into the boot. We were now the proud owners of our first Stationary Engine, and could be 'in the club', I was told.

The previous owners wife eyed me and then the engine water pot, which was protruding from under the boot lid. "This is only the thin end of the wedge," she said. "They won't stop with just that one."

She was, of course, speaking from experience. The next few weeks were spent dismantling, cleaning, resetting and doing whatever else one does with engines. Regular meal times were a thing of the past. The warning given to me at Yeovil echoed in my ears. I knew that this was the start of something big.

There is no room in the garage now for the poor old car, and the raspberry bed has been taken over by an engine shed. I don't mind. I love washing

(contd.)

oily jeans and scrubbing oily boys (my husband does himself!). The best part of it all are the rallies, where I just sit and watch and inhale the oil fumes and the steam, mingled with the aroma of hot-dogs and beer. Who knows, when I'm as old as their I9I3 Amanco perhaps they'll treat me with such loving care!

Diana Emery. (John's wife!)

CLUB CRANK-UP. July 24th.

The weather was fine as 18 engines were unloaded and set up outside the Old Down Inn at Emborough on July 24th. Some of these engines were making their first public appearance.

Although most owners brought their own water supply, a nearby fire hydrant proved very useful, especially to the owner of the Victoria.

At 7.30pm., the first engine burst into life, and a protesting donkey loudly voiced his opinion over a nearby gate, then promptly retreated to the far end of the field. By 8 o'clock all engines were running well and lights were blazing from the generators. These proved very useful at the end of the evening when re-loading.

The evening was a great success and enjoyed by all, including the general public who stopped in their tracks to see and hear what was happening. We hope that they all enjoyed what they saw and patronised the Inn.

There was, however, one casualty during the evening. Not a loose flywheel this time, but a lost nut! We do hope that a replacement has been found.

D. & J. Emery.

NATIONAL STATIONARY ENGINE RALLY-BEAULIEU. 6th.August,1978.

On the Saturday evening, the 'Enginemens's Gathering' was addressed by Brian Johnson, rally organiser & chairman of the N.S.E.A., and consisted of a film show, where we saw the complex processes involved in the manufacture of Lister engines, the results of technology within the Hawker Siddeley Group and an amusing film of Edwardian motor racing.

Sunday, the rally field quickly filled with the usual Beaulieu quantity & quality of types, makes and models, from the tiny Stuart to the immense Hornsby and such rare makes as Domestic, Inver, Nicholson, Robinson, Acme and Eagle.

Amongst the Wessex Club members present were Robin Lambert, Lister 3HP; John Emery with his nicely restored Amanco Hired Man, Michael Harris, Ruston Hornsby 4AP; Bill Foster, Stover; Messrs Appleby & Son with Victoria & Delcolite; Eric Brain, Ruston Hornsby 2½HP APR; and Brian & Jenny Pearce with the neat little Stuart Turner.

It was nice to meet old friends, such as Pam Sheldrake from the farthest flung outpost of the club - Thirsk, Yorks! Pam waits with bated breath each month the exploits of the Wessex answer to Eskimo Nell - NOVA!

Back to the engines - Terry and Shirley Heath were exhibiting a brace of early Petters, a "Jelly-Mould" head type on a lighting set and even earlier, a "Flat-Top", both being 5HP.

Among the prizewinners was the Dring family, led by our newly appointed Vice-Chairman, the Lister 7HP N Type running beautifully as always.

The few heavy showers and the diversions caused by BBC-TV filming a

(contd)

CLUB EVENTS.

SEPT. Mon.25th. Members night. Members are invited to bring along slides, film, etc. John Spear will give a talk on magneto's. Eric Brain & Bill Appleby will show some slides, and there may be some film of the South Bristol Rally.

OCTOBER. Mon.30th. TONY HARCOMBE will be visiting the club to give a slide-show and talk about his engines and the development of the Westcott Stationary Engine Museum.

.....00000000000000000000.....

CLUB RALLY-CRANMORE-SEPTEMBER 30th.-OCTOBER 1st.

WHERE ARE ALL THOSE ENGINES?????????

So far there are only about 30 entries for the annual club rally, which is disappointing to say the least. For those of you who have not yet sent in your entry form, please note that our Secretary, Ailene Cannon, has changed her address, so to save us and the GPO time, send all entry forms to Ailene's new address. Also, don't forget that all Rally entrants and their immediate families will get free entry to the East Somerset Railway engine shed, and a train ride on the Sunday!

Last year the Club Stall was a great success and intend having one again this year so let us have any items you can for sale such as bric-a-brac, books, tools, home-made jam, cakes etc., fruit, veg., w.h.y? Funds raised in this way will go towards subsidising the Clubs dinner-dance.

-o-

CLUB DINNER DANCE. FRIDAY ^{17th} 24th. NOVEMBER.

At the last minute we were forced to choose another date for the dinner-dance, so first of all, let me apologise for messing up everyone's diaries and secondly, we all hope that this date will meet with everyone's approval. The evening will commence with everyone being welcomed with a glass of sherry. This to be followed by a traditional Christmas Dinner, followed in turn by dancing to a disco. Times have yet to be finalised but will be announced in September's newsletter, as will be the precise location of the hall, which will be in the city of BATH. In order to finalise arrangements with the caterers in good time, we need to know as soon as possible just how many will be coming, so will you please fill in the slip below and either send it to Ailene or give it to any Committee Member, preferably with the money, which is £3.50. per head.

WESSEX STATIONARY ENGINE CLUB DINNER & DANCE. APPLICATION FOR TICKETS.

NAME..... ADDRESS.....

.....

.....

.....

I would like..... tickets at £3.50 each. Total £..... enclosed.

Send this form, together with cheque, etc. payable to the Wessex Stationary Engine Club, to Mrs. Ailene Cannon. 19, Eagle Road, Batheaston, Bath, Avon.

WESSEX STATIONARY ENGINE CLUB - INFORMATION SHEET. 1978.

COMMITTEE.

Tom Randall.....Chairman.
Rod Dring.....Vice Chairman.
Ailene Cannon.....Secretary.
John Spear.....Assistant Secretary.
Stuart Ashman.....Treasurer(Membership, Insurance etc.).
Eric Brain.

Bill Appleby.
Herb Gane.
Rob Lambert.

Secretary:- 19, Eagle Road,
Northend, Batheaston,
Bath, Avon.

Treasurer:- Moorledge Farm Cottag
Knowle Hill,
Chew Magna, Bristol.
Tel: Chew Magna 2655.

SUBSCRIPTIONS.

Joint Membership(Engaged/Married Couples)...£2.00per year.
Individual Membership.....£1.50per year.
Junior Membership(Under 18).....£0.50per year.

THIRD PARTY INSURANCE.

£1.00 per paid-up member per year.(Not available to Junior
Details available from the Treasurer. Members under 16)

MEETINGS.

The Club holds its meetings at the Old Down Inn, Emborough,
(at the junction of the A37 and the B3139, 5 miles North
of Shepton Mallet.), on the last Monday in every month.
It is as well to check meeting dates since the last
Monday is occasionally impractical. Meetings start at 8pm.

HONORARY LIFE MEMBERS.

David Edgington.(Club President and Editor of
'The Stationary Engine' magazine.)
Bill Foster.

Rob
Ray S.
Tony S.
mate
Rod Dr.
Benet M ?
Phil ?
Ray H