

WESSEX STATIONARY ENGINE CLUB
NEWSLETTER
DECEMBER 1977

Enthusiasts First Dinner

Exactly a year to the day from the time the club was formed some 65 members of the Wessex Stationary Engine Club sat down for the first annual dinner at the Star Hotel, Wells on Saturday 26th November.

There were only four friends chatting together when the idea of a club was born and now after a summer of spreading the word round the rallies the club is a thriving one which meets monthly at the Old Down Inn, Emborough.

They even had their own rally recently at Cranmore with the East Somerset Railway.

The club members are drawn from all round the area which stretches from Westbury through Frome to Radstock, Clutton and Bristol.

The top table at Saturday's dinner included the club president Mr David Edgington who lives near Westbury and is editor of the Stationary Engine magazine, Mrs Edgington, club chairman Mr Eric Brain and Mrs Ann Brain, the Treasurer of Clutton, the club secretary and assistant secretary Mr & Mrs M Cannon of Bath.

Mr Richard Spraggett of the Alfa Romeo Owners Club was the guest of honour.

Dancing afterwards was to the music of the Steam Machine disco.

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Summer 1977

Come on its summer 'they said', so off we went, I followed their car. We arrived at a camp site in Selsey, where I was left in charge of the tent each day while they went gallivanting. Then we were off again this time to Sussex and another camp site where holiday makers from Holland were very friendly and interested in me. Eventually we reached Ardingly. Here in company with many other assorted types we took part in a very friendly and interesting but very well organised Rally.

The weather was lovely very warm and sunny, with crowds of people enjoying seeing the beautifully restored vehicles, fire engines, cars and wagons. Most of which took part in the ring events each day. A certain someone made frequent visits to the various auto jumble stalls returning occasionally with mysterious looking objects which he just had to purchase.

On the Saturday evening 'they' went to the engine mans get together where the many beautiful showmans engines and organs provided light and entertainment. I of course was left to guard the tent !! Altogether a very enjoyable and successful weekend.

Well its September, this time they got me up at the unearthly hour of 5 a.m. to start a long drive 300 miles up the motorway to Kendal to something called the Cumbria Steam up. We arrived at midday on Friday amid feverish activity. The area had been used all week for an agricultural show which was to end with the steam up, so great preparation was underway.

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Figure 1

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the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion. The number of people aged 65 and over is expected to increase from 250 million to 450 million. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion.

Friday night was carnival night in Kendal with nearly a hundred entries, floats and bands all in torchlight procession, a very good carnival. Unfortunately it rained and continued to do so throughout Saturday and part of Sunday, but this did not seem to deter the competitors who were polishing and cleaning their treasures well before 9 a.m., much to our dismay we were still in bed !

The spectators were not put off either by the weather indeed seemed to accept it and enjoyed it just the same. Some 17,000 people attended over the two days.

There was a very interesting and varied selection of entries, one a Clayton and Shuttleworth Thresher was particularly well preserved. There were over 100 stationary engines, a grand line up of tractors, cars, motorcycles, bicycles and commercial vehicles, of different species to those seen in the South. A beautifully restored and very interesting Ruston Hornsby 1920 3 HP won the championship cup and the best class. There was a good line up of traction engines and showmans engines. Mr Tom Varley was there with his 'Lordship' and a rare beast retrieved from Australia an Atkinson in good company with 2 fodens and 6 Sentinels. Also attracting a good deal of attention was a rather strange looking 1930 Aveling and Porter Traction engine 'Hunslett' converted to a showmans type with pneumatic tyres. Everyone was very friendly and interested in me. There was a happy get together in the bar with music and dancing on Saturday evening, of course I was left behind when they went.

Monday dawned bright and sunny, off we went again up into the lakes where once more I was left in charge of things on a camp site high up above Windermere, While they went walking, climbing and sight seeing, and consuming steaks. Well all that fresh air gives one an appetite. Eventually they decided to head for home and so we returned to Sherbourne after a journey which makes me a much travelled friends.

P H Crossley 1923

Chairmans Report

Dinner and Dance

The spot prize was won by Alan Meaker and the raffle prizes were won as follows:-

Turkey	Lloyd Carter	Wine	Mike Harris
Tumblers	Carol Parsons	Ladies	
Sherry	Mrs Ashman	Prize Jewel Box	Miss Meaker
Sherry	David Edgington	Gents Prize	
		Drip feed oiler	Cyril Meecham
		Picture	Simon Spear

Many thanks to all who donated raffle prizes and generally helped to make the evening the undoubted success it turned out to be.

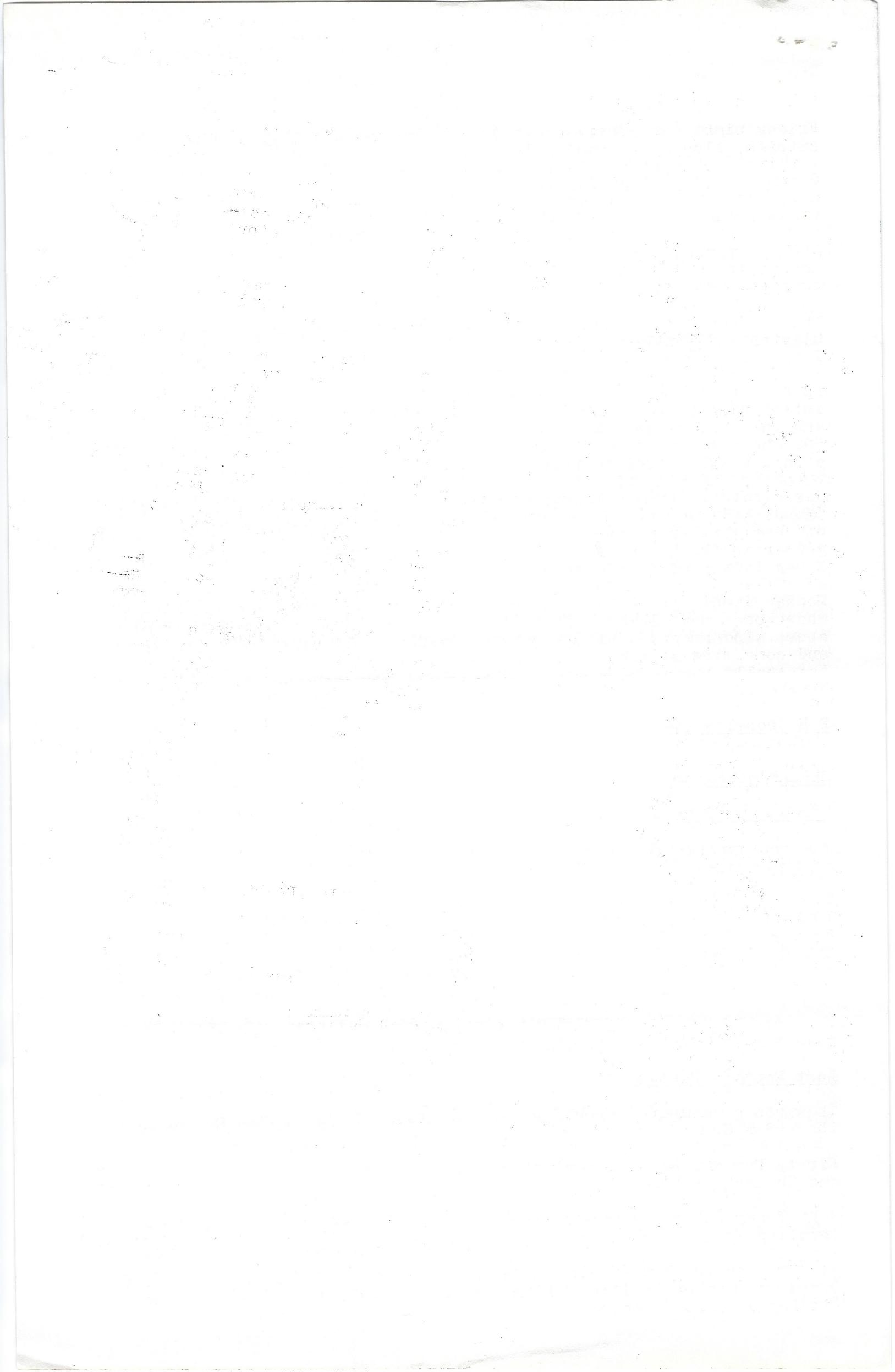
Last Month's Meeting

This was a 'members' night, an exploitation of the hidden talent in the W.S.E.C.

First, Pam and Ray Saunders with some sound cine on Listers of Dursley and Sheepshearing.

Next Terry Filby, talked on various restoration projects he has been involved in.

Followed by the latest cine films by the W.S.E.C.'s own J Arthur Rank, David Chapman on Honiton Hill Rally, the Clubs Petter Handyman and finding a Bamford Engine.



Next John Spear talked on how he found a restored two Lister D types. Stuart Ashman showed some slides of some interesting unusual engines which he has discovered and finally David Edgington concluded the evening with some slides.

The raffle was won by:- Alan Meaker
Ivor Yeo
David Chapman

As always, many thanks indeed to the people who took part in the evening for their time and trouble.

We would like to do a similar evening next year so if anyone else has any ideas,

Report

As you probably all know, the Old Down Inn is at our disposal entirely free of charge for the monthly meetings. It was chosen because of its geographical location on a crossroads right in the middle of the W.S.E.C. area.

The committee of the W.S.E.C. have, with I hope your blessing, decided to make a small seasonal gift to the Landlord of the Old Down Inn for his hospitality over the past twelve months. After discreet enquiries a wall clock has been purchased and presented to 'mine host' Gordon Marshall.

On behalf of the Club a Very Merry Xmas and a Happy New Year to all our members.

Eric Brain

Forthcoming Events

- Monday 2nd January 1978 - Michael Cannon. Talk on Tangye Ltd.
- Monday 30th January - A C M chance to air your views on the running of the W.S.E.C.
- Monday 27th February - Talk on Cornish Beam Engines
- Tuesday 28th March - Engine Drive and special item by David Edgington.
- Monday 24th April - Cine Evening by Stuart Ashman

6th May - West Dorset Rally at Pucknowle Nr Bridport.

29th April - South Bristol Rally Entry forms available from:-

E T May Esq
South Bristol Tech College
Marksbury Road
Bristol 3

15th/16th July - Bristol Steam 1978 - held in Ashton Court Park, Bristol. Entry forms available from Eric Brain.

CROSTLEY HUNT - Chapter 6

I trotted after him up the street and after a couple of hundred yards he turned in at the front gate of a run-down terrace house. A faded sign over the door informed me that we were about to enter 'The Shamrock' Select Guest House'. Casey knelt on the step and pushed the letter box open. He winced momentarily at the smell of cooked cabbage that wafted through, then he shouted 'Mrs Muldoon, it's me, Casey, are ye there'.

Continued.

6th May - West Dorset Rally at Bournemouth Mr Bridport.
29th April - South Bristol Rally Entry forms available from:-
any dealer.

Mondays 1st April to 8.30am (time varying) Stuart Adams anyone else has
Bridgton.

As you probably all know, the 105th Reconnaissance Group is at our disposal entirely free of charge for the month of January. It has been because of its geographical location on Manus Island in the middle of the

March 11.
CROSSLY HUNT - Chapter 6 PAGE 15
A wall clock had been purchased and presented to 'mine host' Gordon his hospitality over the past twelve months. After discreet enquiries his host's former residence from Edward the Old Down Inn. He decided to have it brought to the mine host's house.

I don't get off until 11:30 p.m. and after a couple of hours of sleep I go to work. I don't get off until 11:30 p.m. and after a couple of hours of sleep I go to work. I don't get off until 11:30 p.m. and after a couple of hours of sleep I go to work.

Flapping footsteps echoed down the hallway and the door opened to reveal Mrs Muldoon, tea towel in hand. She expertly flipped the remains of a Woodbine from one side of her mouth to the other and said 'If it's yer boys ye're after, they're in the front watchin the telly'.

I followed Casey down the passage and into the smokey front room, lit only by a steel-blue glow of the t v screen. The two totters jumped out of their sagging easy chairs 'Mr Casey.' 'exclaimed one, 'Is there something wrong ?'

'There most definitely and undeniably is something very wrong & me double dealing little leprechaun' yelled Casey, 'You've been doing a little raking on the side again Mickey, me lad, only this time I've finally caught up with ye. Now, tell my friend here, and me about this engine that seems to have vanished like a puff of steam'. Casey pushed Mick back into his chair, which creaked in protest. The other fellow, presumably Pat, sank back into his own chair, looking desperately as though he was trying to disappear. I listened as Mick blurted out the events of the previous day. On their journey northwards on the M6, they had stopped for a meal at a service area just south of Birmingham. When they came back to the lorry, they had been confronted by a man in a dirty boiler suite who was leaning up against an XJ6 which was blocking them in. He had been returning to his native Wales when he had spotted the engine fly-wheels in the scrap lorry and had made a quick U turn across the central reservation to investigate. He had wanted to buy the engine and was very persistent, money apparently being no object.

Eventually the two had been persuaded to do a deal with this Welshman, which included delivery of the engine to the depot of an international truck rental company in Birmingham where it was transferred to a waiting yruck.

At this point I slipped silently from the room, leaving Mick and Pat to suffer a torrent of oaths from an outraged and cheated Casey.

Someone with real money was just one step ahead of me and I had him figured for a dealer, a Welsh one at that. Back at Casey's yard I kicked the Land Rover into life and back on the road, began to look for the sign for M6 Birmingham and the South West,

Tom Randall

1. The first part of the report is a general
description of the project and its objectives.
It is followed by a detailed description of the
methodology used in the study.

2. The second part of the report is a detailed
description of the results of the study. It
includes a table of the data collected and a
discussion of the findings.

3. The third part of the report is a discussion
of the implications of the findings. It includes
a comparison of the results with those of other
studies and a discussion of the limitations of
the study.

4. The fourth part of the report is a conclusion
and a list of references. The conclusion
summarizes the main findings of the study and
the references list the sources of information
used in the study.

5. The fifth part of the report is a list of
appendices. These include a list of the
equipment used in the study and a list of the
raw data collected.

6. The sixth part of the report is a list of
figures. These include a list of the
graphs and tables used in the study and a
list of the raw data collected.

7. The seventh part of the report is a list of
figures. These include a list of the
graphs and tables used in the study and a
list of the raw data collected.