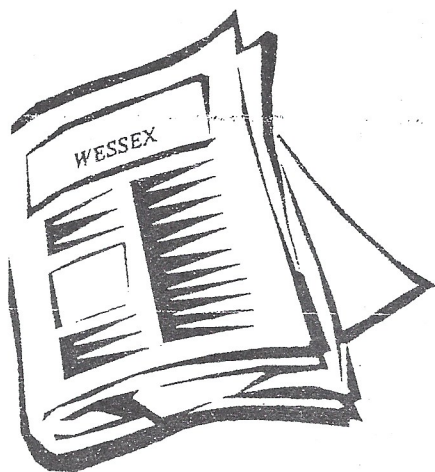


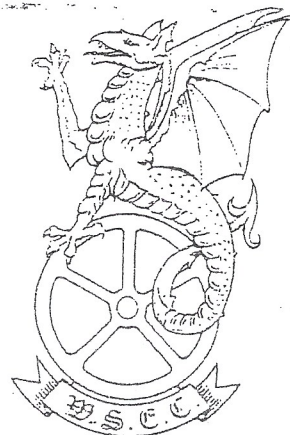
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WESSEX STATIONARY ENGINE CLUB LIMITED

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NEWSLETTER



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

TO PAINT OR NOT TO PAINT? THAT IS THE QUESTION. I see from Gordon Wrights Editorial in the May issue of The Stationary Engine Magazine that the controversy over whether to fully restore and repaint an engine or to leave it as found still continues. When you attend today's rallies the standard of the restorations and finish on most cars, commercials, tractors and motorcycles (and some stationary engines) are to a very high standard indeed, and are a tribute to the skills of whoever carried out this work. When these vehicles and machinery are assembled in large numbers at rallies and shows they attract large numbers of the paying general public who come to view them, in my opinion if all these exhibits were in an "as found" state the general public would vote with their feet and would not attend. I personally have always exhibited my engines in a fully restored and repainted finish, and as I have earned my living restoring and repairing and repainting vehicles it does come easy for me to do this. My argument for the restoration movement is that when we exhibit an engine we are "showmen" and when the engine manufacturers years ago wanted to display their engines for sale at the agriculture shows they had special show preparation workshops where the engines were given special treatment, rough castings were ground down, the engines were given several coats of paint instead of the usual one, the transfers were then applied and the entire engine was then varnished, it was in fact better than new, which I think most restorers aspire to achieve. So the two trains of thought will continue with engines exhibited as though they have just left the factory and engines looking as they did during their working lives, may they both continue to appear at the rallies as there is room for both.

*******CHAIRMAN'S REPORT*******

The club night at the Old Down Inn on March 27th was one of the best night's entertainment anyone could have wished for. A very full house as usual saw Professor Joe (alias Brian Munt) entertain us with Punch and Judy. The first part of Brian's programme was a talk on the history of Punch and Judy around the world, which was very educational to say the least, then after the raffle, by which time he and his wife had set up the Punch and Judy booth, Brian started his nonsense with his puppets, I had already installed about half a dozen kids sat on the floor in front of the booth with instructions to give him hell, which is exactly what they did, shouting at the tops of their voices when required, these kids included Oliver, Henry and Max. Well the show was hilarious, Brian even produced one bearded puppet who he reckoned was Don Rogers, and references were made during the show about several club members. This was indeed a brilliant night's entertainment for all who attended, and I would like to thank Brian and Mrs Munt for putting on this show for the club.

Another successful event was the Spring Crank-Up at Nunney Catch Transport Café on Sunday April 2nd. Despite an unfavourable weather forecast the site soon filled up with exhibits, this kept Don Rogers busy making sure everyone had room for their engines, Don always volunteers for this task at the crank-ups, and a splendid job he makes of it, thanks very much Don. Gordon and Jackie were doing sterling work in the café keeping everyone fed, our sincere thanks to them and their staff for looking after us and allowing us to use this brilliant venue. We had several showers during the morning, this prompted me to bring the raffle forward a bit early which we held in the café where it was warmer and dry. By 2pm the raffle was over and everyone packed up and went home.

NEW MEMBER

We would like to welcome the following new members to the W.S.E.C. Mr Mark West and David (Junior Member) from Fordingbridge Hampshire. We hope your membership will be a long and happy one.

CLUB VISIT

The club have planned a visit to BREAMORE MANOR HOUSE AND COUNTRY MUSEUM on Sunday May 7th. The house is situated off the A338 Salisbury to Fordingbridge road. The house itself houses fine collections of art and furniture, and the countryside museum has a blacksmiths shop, a dairy, a brewery, wheelwrights shop, cobblers shed, the village school, cooperage, bakers shop, clock maker, farm workers cottage, collections of farm machinery, steam powered farm machinery, tractors, etc etc. All in all a hell of a lot to see. The house opens at 11 am. So if we meet up outside the house at eleven o'clock and go in as a party we get a discount providing we number 15. I'm not sure of the admission prices but I think it is somewhere around a fiver. If anyone wants to meet up at Arthur Smiths house at Heytesbury at 9-30 you can drive down in convoy.

OBITUARY

The death has occurred of club member **WILLIAM HERBERT HENRY (BILL) RABBITS**. Suddenly but peacefully, at home in Doultong on April 2nd.2006. Aged 72. Bill was a member of WSEC for a number of years and was a familiar face at the events and meetings and at our skittle matches where he and Muriel always took part. Bill will be sadly missed. The club would like to extend our sincere sympathy and condolences to Bills wife and family at this very sad time.

MUSSE DE VELO-CYCLOMOTEUR

If any of you happen to be touring North West France we have a club member who has an interesting collection of cyclemotors, stationary engines, hand made miniatures plus lots of miscellaneous items collected over a 30 year period. Peter Harris who once lived in Calne, moved to France and has opened a museum at La Gree St Laurent, 56120 Josselin. I'm sure he would be pleased to meet fellow club members who share his interests. Looking at the Atlas, if you look at the Brest Peninsula and turn to the east, Peter is roughly midway between Pontivy & Rennes, just north of Josselin. From March to October the Museum is open most days from 10am you could call Peter 02. 97. 75. 56. 27 or e-mail- pharris858@aol.com Happy motoring
ROBIN.

HOW IT ALL STARTED

Twenty nine years ago in a small field adjacent to, and in fact part of the East Somerset Railway at Cranmore was ideally chosen for the first Wessex Stationary Engine Club Rally. An added advantage was that the normal obligatory facilities ie. Toilets, shop etc were already provided at the railway station. In fact the stations "Gents" was the old style, typical last century cast iron type, and very in keeping with the vintage scene, and although it did have it's bad points, one feels sure that the rally goers enjoyed using it. Around 60 engines stretched completely round the perimeter of the field, one being the conspicuous red "D" type Lister. Mr Tom Randall spent the weekend supplying the East Somerset Railway with a large stack of lighting wood for their weekend steam- up's. On the Saturday a biting wind swept under the tents and rocked the caravans, but it did manage to hold the rain at bay. By the Sunday afternoon the sun had appeared. Considering this was the first rally of the Wessex Club it was a very good event, and small enough to be interesting but friendly.
FROM THE WILTSHIRE MOONRAKER

WOULD YOU LIKE TO RECEIVE YOUR NEWSLETTER BY E-MAIL?

At the AGM a member suggested that we sent the newsletter via e-mail to the members wishing this service. If enough members participated it would save the club money spent on postage. If you feel you would like to receive yours this way please let any committee member know. My e-mail address is - brianjohn.baker@tiscali.co.uk This is only an inquiry at the moment, it doesn't mean we will definitely implement it. BJB.

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The only bad news was that a couple of tiles were missing from the roof and the resultant ingress of rain had rusted out the back foot or so of the nearside front mudguard and the bottom of the rear mudguard together with the wooden running board. The fabric of the hood had also mouldered with age and fell to bits when we eventually attempted to fold it. This car I felt was definitely within my capability to restore. Several more visits resulted in a deal being struck with Miss Cartwright, resulting in Peter becoming the proud owner of the Darracq, and me the equally delighted owner of the Cubitt. The next job was to clear enough of the jungle to extract the cars from their resting places. The first to be retrieved was the Darracq, since my 1928 Austin Heavy 12 was able to pull the smallish trailer which was adequate for its light weight. The Cubitt was a different matter, it was heavy. The only way we could get it out to the track, was to take out the spark plugs, put it into gear and wind it out on the starting handle. This was seriously hard work, but we managed it. Another pal – Dick Shepherd, who was a stock car driver came to my rescue and collected the Cubitt with his stock car trailer, hauled by a Hudson Straight Eight. Now the hunt is on for information about the car. It came with it's original buff log book which showed that it had been taxed for two summer quarters from 1921 – 1926. It had been replaced in 1926 by a 1924 Lea and Francis. Little by little, more was learned about the car and it's builders in Aylesbury. This process is still continuing with surprise finds appearing from time to time. The restoration had not started before a job move to London, then Birmingham and finally to Bristol. Followed by marriage, house and children, this caused the Cubitt to take another long sleep. A little was done from time to time until I was able to drive it up and down the road when no one was looking! Meantime I had kept in occasional contact with the chap who had the lamps. Eventually he agreed to part with them, so they are now reunited with the car. Serious restoration did not start until I retired some seven years ago. It has been a long job since everything I need has to be hand made. This has been time consuming with my limited home workshop. I believe however that the end is now within sight and I look forward to finally getting the Cubitt back on the road after it's eighty year rest.

MICHAEL JENNINGS

THE MARKET PLACE

FOR SALE 1945 LISTER "D" Reverse rotation. On trolley. Driving a Baston and Allen water pump. Also spare trolley, Lister Handbook, Lister Booklet. £ 160 the lot. Ring 01761 235946. Midsomer Norton area.

FREE TO COLLECTOR Steel frame trailer, all wood needs replacing plus lots of restoration work. Large wheels on fixed axle, four stud fixing. With towing eye. Size 5'-6" x 3' x 16" deep. Phone Tony on 01373 464982. Frome area.

EVENTS FOR YOUR DIARY

FRIDAY 5th May Bikers Evening (Motorcycles) at Nunney Catch transport Café. 6pm till 10pm. For more information ring 01373 836331.

SUNDAY 7th May Club visit to Breamore House, Museum and Vintage Weekend. See separate advert in this newsletter.

SATURDAY 20th May SORTOUT. Winchester Farm Cheddar. 8am onwards. £5 per pitch. £1 per head buyers. Also taking place is an auction. For further details ring Colin on 01934 743411. Cheddar Valley Preservation Club Event.

MONDAY 22nd May Club Night at the Old Down Inn. Members Night. A chance to show your photographs or slides. A maximum of 10 photos or slides per member. There will be a prize for the best effort on the night. The usual raffle. Prizes will be appreciated. Please note this meeting is a week early due to the bank holiday on the usual weekend.

TUESDAY 6th June Evening Crank-Up at the Old Down Inn. This is an extra event this year that the committee have organised. The pub will be open for the usual refreshments, please patronise the pub to ensure our welcome at this very good venue for our meetings and events. We shall be holding the usual raffle. Prizes will be most welcome. If you have anything for sale bring it along and put it by your engine, you could be lucky and sell it.