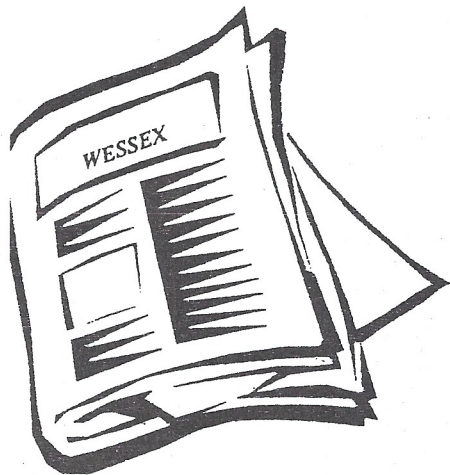


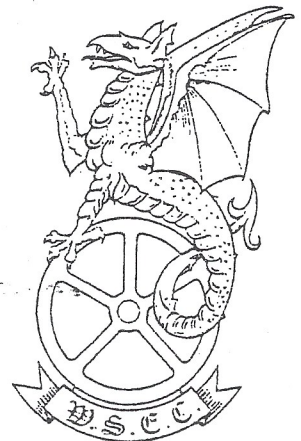
FEBRUARY 2006



WESSEX STATIONARY ENGINE CLUB LIMITED

*The Editor : Brian Baker
27 Wickham Way
SHEPTON MALLET
Somerset BA4 5YG
Tel: 01749 342671*

NEWSLETTER



Opinions expressed herein do not necessarily reflect the policies of the Club. All rights reserved

EDITORIAL

There are some members who would like the club rally to be a larger affair as in years gone by, with steam, lots more exhibits, more stalls and auto-jumble etc, but if you read Gordon Wrights editorial in this months Stationary Magazine he points out the problems clubs are now experiencing with health and safety regulations, risk assessments, insurance companies etc, and this is added to by the increasing costs of putting on these larger events where you end up with a considerable financial outlay at risk to our English summer weather. Some clubs are even quitting the rally scene rather than putting up with this hassle. So the Wessex Rally will continue to be a low key affair as in the last couple of years, which is easy for the committee to set up and run, and with very little financial risk to the club. Please remember this is a rally for you the members to meet up and enjoy the company of your fellow members, and I sincerely hope you will support it and attend.

CHAIRMAN'S REPORT

Due to the fact there had been no meeting at the Old Down Inn since November I fully expected to see a good crowd at the first meeting of the year on January 30th to hear Mike Horlers talk on Shire horses. What I never expected however was the largest attendance that I have seen at the pub before. Despite squeezing in as many seats as we could muster, quite a few members had to stand and even spill through the doorway into the bar area. Mike Horler gave a brilliant talk on the passion of his life, namely shire horses, this was accompanied with a slide show as his talk progressed. I'm sure members who attended will certainly be back for Mike's second visit in November for another presentation. Don't forget to renew your membership if you haven't done so already or you will not continue to receive your newsletter.

A SPEEDY RECOVERY

The club would like to wish a speedy recovery to Henry Simmons who is in hospital recovering from an operation. Henry has been waiting a long time to be called in for his operation and was pleased to receive a date to go in, however on going into hospital and preparing himself for the operation he was told he would have to go home again as they had lost his notes, anyhow they must have eventually found Henry's notes as he was recalled and has now had his op. The members wish you well Henry and we look forward to you attending our events and meetings as you and Margaret has in the past.

I am pleased to report that Diane Hudd is progressing and has been moved to Westbury Hospital which will be a blessing to Dennis as this will make visiting much easier for him. Our thoughts are with you Diane and we hope your stay in hospital will soon be over.

NEW MEMBER

The club would like to welcome the following new member to our ranks, Mr S. Penning from Weston Super Mare. We hope your membership with this club will be a long and happy one. You will find the members a friendly lot only to happy to give advice and information should you ask for it.

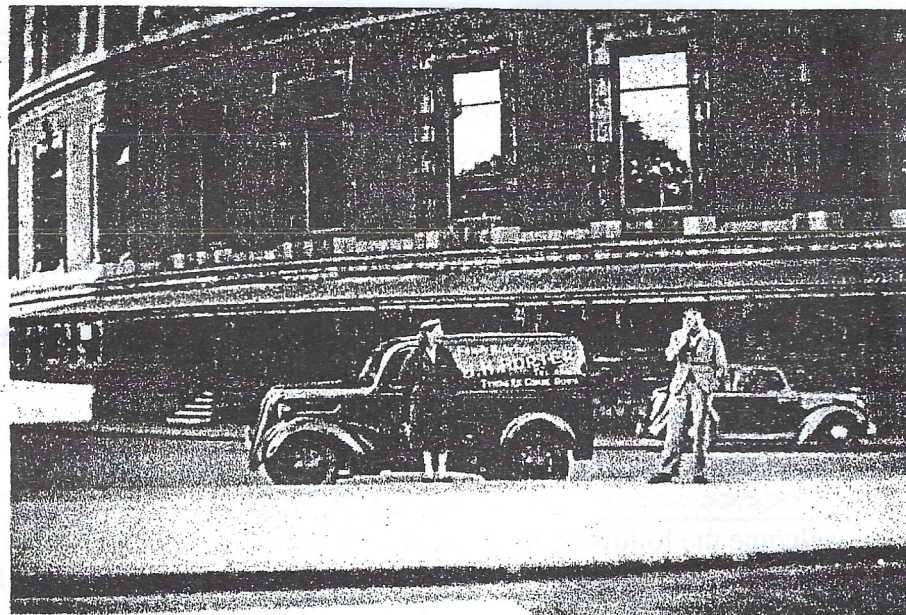
MY EARLY MEMORIES OF MOTORING

By MARGARET SIMMONS

At eighteen I was persuaded to join the family butchers business. My role was to include doing the twice weekly deliveries from the shop in Coombe Down to several villages south of Bath. But first I had to learn to drive in an old Ford 8 van. My father was a keen motorcyclist as a young man in the 1930's. He would tinker with the engine and then go for long trips just for the sheer thrill of travelling (hopefully without a breakdown). When he took my mother on their first date, on the motorbike of course, she only had a cushion on the back mudguard to sit on and they rode from London to Silbury Hill in Wiltshire, and back! It took several days before she could walk properly and I'm surprised she didn't send him "on his bike" for good. But instead their relationship progressed to marriage and before long I was born. At that time they decided to get a car and the beloved motorbike was swapped for a second-hand Austin Seven. Not having driven a car before father sat in the drivers seat while the previous owner explained the basics, such as "this is the gear stick, clutch pedal and brake." Driving home they were descending a hill towards a crossroads where they wanted to go straight on. A large policeman on traffic control duty put his hand up for dad to stop. That's when my father realised, despite maximum pressure on the pedal, that he didn't have any brakes. A swift left turn avoided disaster and the policeman. That was how my father had learnt to and he thought I could learn in the same "in at the deep end" fashion. That didn't work- there was more traffic, a highway code and driving tests by then. So it was decided, for family harmony, that I should have driving lessons. At that time Fullers Austin Garage in Bath had a driving instructor on their staff, and lessons were arranged for me. On the morning of the first lesson I was a bag of nerves. The instructor arrived and all I noticed was his thick head of grey hair that stood up on end. He barked - "PETROL, OIL, WATER!" I looked blank. "Well have you checked them?" he replied. That was a shock for me but I had a surprise for him. At the time if you purchased a new van, you just got the basic van with a drivers seat. The previous owner had not thought it necessary to buy a passengers seat. The floor of the van was about eight inches higher than the floor of the drivers cab, so that cushion came into use again. The clutch and brake pedals were very hard to depress but they were efficient - probably better than the instructor would have liked. I never got him to topple over but it was a near thing sometimes. These vehicles did not have synchromesh in bottom and reverse gear, so double de-clutching had to be mastered. The window in the driver's door was divided into two panes. The rear pane was supposed to slide forward so that you could slide your hand out for those all important hand signals, but it had a nasty habit of getting stuck if you didn't put the pressure on in just the right place. When approaching a road junction I was required to change down a gear, put my right arm out to signal which direction I was turning, steer the van and hope you didn't need to blow your horn or there just wasn't enough hands!



OUTSIDE THE ROYAL ALBERT HALL 1953



Continued over

Continued from previous page.

Reversing was quite a contortionist feat, left hand on the steering wheel, right hand holding the driver's door open so you could look out to see where the kerb was for that reversing around the corner, a manoeuvre that was part of the driving test. When I went for my driving test, I knew when the emergency stop was coming as the examiner leant forward and braced himself in readiness. He didn't want to be shot off the cushion into the back of the van! I passed my test first time. I don't think it was all due to my driving skill, the cushion must take some of the credit.

OBITUARY

It is with sadness that we learn of the death of Ivor Thomas Cox of Clevedon, on February 7th aged 79 years. Ivor had been a member of WSEC from way back, and I believed he attended the clubs first AGM. He loved his engines and attending rallies. He was a quiet and unassuming man who always had a smile and sat comfortably behind his engine and watch the world go by. For many years, along with his brother Roy and their families he helped organise the Full Quart Crank-Ups at Hewish, which ran for 20 years and brought pleasure to so many. He also helped out with running the Tencrest rally for some years. He will be greatly missed by all who knew him. Our thoughts and condolences are with Evelyn and family at this sad time.

ROBIN

AND THE BLOOD FLOWED (EVENTUALLY)

I will try to keep this story as short as possible, it all took place back in 1958 half way up a mountain in Cyprus, when we were sent out to help sort out the Greek – Turkish conflict. As a result of British troops being shot and blown up, it came over standing orders there was an urgent need for blood donors, the bait was twenty four hours light duties, so we mulled it over in our workshop and other departments. At the time we knew nothing about giving blood, so there was much speculation as to which orifice in the body they were going to shove the “pipe” into. One or two were beginning to look a little pale under their new sun tan, but dare not back down at this stage. On the day we were marched to the M.O. room, which in this case was a small slab of concrete with a little Nissan hut sitting on it, and a set of concrete steps up to the door. In the heat of the mid-morning sun the bravado in the workshops the day before suddenly evaporated, no one wanted to be first through the door, so we all turned on the two N.C.O.'s in charge with the remarks that as this was a voluntary thing they could not order us in, but should set an example and lead the way. So the two disappeared into the hut for what seemed like hours, eventually the door opened and out stepped our big 18 stone brave N.C.O., his surname was Buckingham, what happened Buck? we asked, “nothing to it” the big brave leader of men said standing at the top of the steps with a can of beer in his hand, at this point he fainted and rolled down to the bottom of the steps to tip his beer in the sand. The medical orderly came out and called “next two”, where the b----y hell are they? All of us, thirty plus brave national servicemen, using their newly acquired skill in camouflage had all disappeared into the surrounding undergrowth, leaving our leader still out cold and upside down at the bottom of the steps with his empty beer can. This all happened almost 50 years ago during which time I have topped over 100 donations, and our ex junior reporter Jonathon is well on the way with 3 so far.

TONY DAVIS

Answers to the Wessex Mindbender Quiz in the December newsletter

Trivia Co -----Victoria	Stolen Back-----Blackstone	Lonnie Donegans Railway-Rock Island
Red Gran-----Gardiner	Santa in Goal-----National Gas	Prickly Cottage----Thornycroft
Smart Pine-----Priestman	Sly Score-----Crossley	Rough Footballer--fowler
See Wholly-----Wolseley	No Charm-----Monarch	Colourful Flower---Aster
Hoy Warmth-----Hamworthy	Slow Gag-----Glasgow	Nightclub Ejector---Dorman
Lean Hope-----Pelapone	Oh Lend Lawn-----New Holland	Inhouse Barney---Domestic
Cpl Blame-----Campbell	Highland Soarer---Eagle	Outlaws Enemy---Marshall
Eventually understanding-----Twigg	Marooned Family-----Robinson	

At the January meeting at the Old Down Inn the names of the members who had got the most answers right were put in a draw and the winner of a free years subscription was Diana Davis .Congratulations Diana.

DATES OF EVENTS FOR YOUR DIARY FOR 2006

Saturday 4 th March	WSEC Sortout at Cranmore	Tel 01749 342671
Sunday 19 th March	SSAPC Sortout at Yeovil	Tel 01935 824543
Sunday 23 rd April	SSAPC Ploughing Match	Tel 01935 812863
Sunday 29 th April – 1st May	Abbey Hill Steam Rally	Tel 01935 863603
Saturday 13 th -14 th May	Castle Coombe	Tel 01454 294117
Sunday 14 th May	Amberley Museum rally	Tel 01403 211931
Saturday 27-29 th May	Selwood Rally	Tel 01373 466846
Sunday 4 th June	Tatworth Mini-Rally	Tel 01460 221827
Saturday 10 th -11 th June	WDVTSEC West Bay Rally	Tel 01308 425971
Saturday 10 th 11 th June	Wiltshire Steam Rally Marlborough	Tel 01672 810534
Friday 16 th 18 th June	Lister Tyndale Rally	Tel 01453 546024
Saturday 24 th June	Brymore School Cannington	Tel 01278 652369
Sunday 25 th June	Holdsworth Rally	Tel 01288 331306
Saturday 8 th 9 th July	Sedgemoor Rally	Tel 01823 443788
Friday 14 th -16 th July	Langport Steam Rally	Tel 01749 841041
Saturday 15 th -16 th July	Portland Steam Rally	Tel 01305 822728
Friday 21 st -23 rd July	Netley Marsh Rally	Tel 023 8086 7882
Friday- Sunday	Welland Steam Rally	Tel 01531 890417

Please check that the dates are correct before going to a rally as dates or venues could change. This may save you a wasted journey.

WESSEX DATES FOR YOUR DIARY

SATURDAY MARCH 4th. WSEC Spring Sortout at Cranmore Railway Station. 8am start. Café open for hot food and drinks. Pitches still only £5. Admission for buyers £1. this is a good chance to turn your unwanted items into hard cash.

MONDAY MARCH 27th. Club night at the Old Down Inn. Guest speaker – “Professor Joe” and the history of Punch and Judy. The usual raffle will be held.

SUNDAY APRIL 2nd. Spring Crank Up at Nunney Catch Transport Café. The café will be open for hot food and drinks. The usual raffle will be held for club funds, prizes for the raffle will be very much appreciated. Goods for sale by your engines will be welcome. Static displays, motor cycles, cars etc welcome.

MONDAY APRIL 17th. Mells Daffodil Rally. This rally brings thousands of visitors to the village of Mells and it certainly attracts a lot of stationary engine exhibitors. To get an entry ring Robin on 01373 463526.

HAPPY BIRTHDAY

The club would like to wish many happy returns of the day to Henry Simmons who had his birthday on the 10th of February. I hope Margaret took you out for a real treat Henry.

We would also like to wish a very happy birthday to junior member Max Feeney who had his ninth birthday on the 25th February. Many happy returns Max, I hope you had lots of presents.

THE MARKET PLACE

FOR SALE 1923 Ruston Hornsby A.P.E. 5hp. Open Crank Sideshaft. On trolley. Fully restored. Tank Cooled. £1,450. For further details ring Phil on 01761 471461. Radstock area.

FOR SALE Lister Twin Cylinder Diesel engine. CS 70189. HP13. 1000rpm. This engine is single flywheel with a multi groove pulley for V belts on the other end of the crankshaft. Viewing and offers invited. For further details ring Pat on 01761 452368. Clutton area. Also in the same area is a Lister D, also for sale.

WANTED A petrol pump for a Lister Junior to complete restoration, if any member can help please ring Mike on 0117 9044159 Bristol Area.