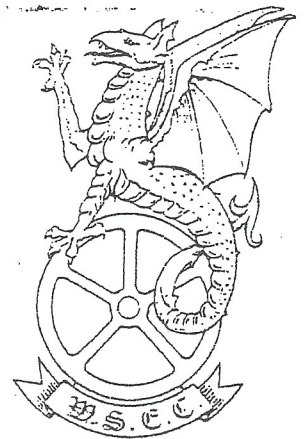


MAY 2006

WESSEX STATIONARY ENGINE CLUB LIMITED

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NEWSLETTER

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EDITORIAL

I has been brought to my notice that members are not complying with the safety code of conduct at rallies and crank-ups. At Nunney small children were playing close to moving machinery, and young boys were seen going inside the ropes and standing near the engines. Also at Mells another young lad was playing around with a small engine, completely unsupervised, revving it up. Another member was seen filling up his petrol tank while the engine was still running, spilling some on his trousers in the process, this could have had disastrous results. All our crank-ups and rallies have an appointed safety officer in attendance, and also the rest of the committee members are continually looking to make sure the events are as safe as possible, so if a safety officer or a committee member points out something to you that is a potential safety hazard do not take offence it is only helping you and the other members to enjoy safe rallying.

EVENTS FOR YOUR DIARY

SUNDAY 4th JUNE Tatworth Mini Rally Tatworth Playing Fields. Tel 01460 221827

TUESDAY JUNE 6th. Crank-up at the **OLD DOWN INN**. 6pm onwards. If you have any bits for sale bring it along and put it by your engines. We shall have a small raffle, prizes will be very welcome. There will be food and drinks available from the pub, please support them as the club does not pay for the facilities they provide for us. Lets have a good turnout for this new event, who knows, it may turn into another annual event.

SATURDAY – SUNDAY JUNE 10-11th W.D.V.T.S.E.C. 30th Rally West Bay. Tel 01308 425971

FRIDAY – SUNDAY 16 – 18th JUNE Lister Tyndale Steam Rally. Tel 01453546024

SATURDAY 24th JUNE. Brymore School Open Day. Cannington Bridgwater. Tel 01278 652369.

SUNDAY 25th JUNE. Holsworthy Vintage Rally. Tel 01288 331306

MONDAY 26th JUNE. Club Night at the Old Down Inn. Guest speaker – Mrs Doreen Willis giving an illustrated talk on the Sidmouth Donkey Sanctuary. The usual raffle will be held, prizes will be most welcome.

THE MARKET PLACE

WANTED. WANTED. WANTED. Piston 4 ½ Diameter, Rings, Con – Rod etc for Lister “B”. if you can help please ring Gerald on 01934 852670.

The club night on April 24th at the Old Down Inn saw guest speaker Dennis Chedgy give a brilliant illustrated talk on early coalmining in Radstock. The talk covered mining from the turn of the century until its demise in recent times. Dennis gives his talks without referring to notes and without hesitation, he really is a great speaker. It really was a superb evenings entertainment, made all the more interesting because it was local, and people could relate to it, especially Don Rogers and Frank Foxwell who both used to work in the local mines. To see old pictures of Radstock with coal mines right in the centre of the town really was amazing. Dennis is paid a fee for his talk which he gets made out to Radstock Museum, which he supports. Dennis told me he has other subjects he can talk on so we may see him at the Old Down again, but at the present time he is booked up about 2 years in advance. Those members who did not attend the visit to Breamore House do not know what they missed. I have attended all the visits the club have arranged over the years, and some of them has been really outstanding, but the visit to Breamore stands out in my mind as outclassing the rest. The museum itself has a very large collection of agriculture implements and tools, going back to the very early days of farming, tractors, stationary engines, steam engines, a complete workshop of machine tools all driven by line shafting from a Petter M two stroke engine. As this particular weekend was classed as a working weekend most of the exhibits were up and running. Also a mini rally was in attendance, with quite a nice collection of stationary engines, including some Wessex members, with James Bailey proudly displaying the Wessex Junior Shield that he won with his Lister and pump at last years Clutton rally. There was also a display of classic cars and motorcycles that were there for the Saturday and Sunday. If there was one exhibit that I could have taken away with me it would have been a Triumph engined Rickman Matisse scrambler which was absolutely concours. Arthur had arranged a conducted tour of the house at 2pm for the 25 members that attended, this tour was absolutely amazing, it certainly showed how the "other half" lived. The size of the rooms and the furniture, painting, portraits, antiques, china and ornaments etc that they contained literally took your breath away. The entire contents of an historic house such as this must be worth a vast sum of money if it was ever sold. The lady who conducted the tour certainly knew her job, her talk was a history lesson in itself, she put the fear of hell in Oliver when she told him the bedroom he was standing in was haunted, he would not go to bed that night until his mother went with him. After the tour was over we visited the local Breamore Church which was right next to the house, Oliver got quite excited when he saw bats flying around in the roof. On the way out he wanted to know if he could write in the visitors book, he wrote his name and address, and where it had comments, he wrote "nice bats." It was now time to depart and go home, before I left I said to Arthur you will have a hard job to follow that with our visit next year, but knowing Arthur he will come up trumps.

THE W.S.E.C. 30 YEAR ANNIVERSARY

Next year, 2007 is the 30th anniversary of the formation of the Wessex Stationary Engine Club. The very first newsletter is dated 28-2 77. The first meeting at the Old Down Inn was on the 28th March 1977 when the guest speaker was David Edgington giving a talk on Petter engines. The committee would like to put something on to celebrate this milestone in the club's history, But what? I would like to invite you the members to come up with some ideas that would mark this auspicious occasion. Give me a ring, drop me a line, or E - mail me on brianjohn.baker@tiscali.co.uk If anyone can come up with an original idea that we can adopt the club will present you with a worthy prize. So come on ,get your thinking caps on. Surprise me.

ENTRY FORM FOR WSEC ANNUAL RALLY AT CLUTTON 12th- 13th AUGUST 2006

In case you have lost or mislaid your entry form for the WSEC annual rally you can cut out or copy this entry form and send it to the engine steward Eric Gay at 21, Rutland Terrace, Trowbridge, Wiltshire. BA14 ONX.

NAME OF EXHIBITOR

MAKE OF ENGINE

HP YEAR FUEL

With the demise of another car manufacturing plant, I started to think about the progress of motor car production and the development of restrictions and rising costs. I was surprised to learn that as early as February 1903 the newly formed Society of Motor Manufactures and traders, (S.M.A.T.) held it's first Motor Show at the Crystal Palace in London. In 1905 it moved to Olympia where 200 exhibitors attracted 10,000 visitors. From January 1904 all motor vehicles had to display number plates and drivers were required to have a license. In 1906 Rolls Royce had come into existence, and Petrol Duty was introduced at 1.5 pence per gallon, the start of the financial pain of motoring. With more than 10,000 vehicles now using the roads, October 1911 saw the first Ford Model "T" assembled at a new plant in Manchester called "The Tower" it was priced at £170. An annual road tax of one pound per horse power was introduced in 1921 and each vehicle now had a log book and a tax disc had to be displayed. At the Motor Show 521 different models were on show, and in 1922 Herbert Austin made the first Austin seven. By 1925 the 250,000th Ford Model T was assembled at Trafford Park, Manchester, claimed to be 85% British made, but the foreign invasion had accelerated with General Motors of the USA buying Vauxhall Motors. Citroen opened a new factory in Slough, and Renault followed in 1927 at Acton, London. The Highway Code was first published in 1931 third party insurance became compulsory, as the numbers of vehicles was rapidly increasing. In 1935 the Minister of Transport, Leslie Hore-Belisha announced the first pedestrian crossing, with flashing orange "Belisha Beacons". The new driving test for learners became compulsory, with "L" plates on the car. A new 30 mph speed limit in built up areas was imposed, despite the fact that it was not compulsory to fit speedometers to all vehicles until 1937. In 1948 the old horse power rating for car tax was replaced by a flat rate of £10 per annum. In October, at the Earls Court Motor Show the new Morris Minor and Land Rover appeared, two vehicles that still have their enthusiasts. Petrol rationing ended in 1950 after 11 years, and 1952 saw Austin and Morris merge to become BMC. Lord Montague opened the Motor Museum at Beaulieu, which was really a few huts housing mainly the Montague family cars. They had been keen motorists from the very early days of motoring. It has now expanded into the National Motoring Museum with grand buildings and even grander collection of vehicles. 1953 saw the arrival from Germany of the V.W. Beetle, and by 1954 the British Motor industry reached a one million vehicle output, which was given a further boost in 1959 when the BMC Mini, costing just £500, was the star of the Motor show. The Preston by-pass, the first motor-way was opened in 1958 and is now part of the M6. In 1960 Ernest Marples, Minister of Transport opened part of the M.1. Motorway, and when we travelled on it later that year we wondered why it needed three lanes as there were so few vehicles using it. We certainly know the answer now! In 1963 the British Motor Industry output rose to two million units, but it had fallen below one million by August 1981, and the rest, as they say, is history.

MARGARET SIMMONS

GRANDMOTHERS BEAUTY WISDOM

When I went into the chemist to get a simple hair shampoo, I was overwhelmed with the selection, and finding the choice very difficult, I thought about earlier years when supplies were limited. I remember, when I was a lot younger, we had Amami shampoo, the advertising slogan was – "Friday Night is Amami Night." It only claimed to get your hair shining clean, now shampoos with added ingredients of unpronounceable names claim to work miracles. My mother, who is in her nineties, tells me when she was a girl, a bar of soap was used for hair washing. Grandmother had some very interesting recipes for hair care. Here is the formula for hair that lacks vitality. Melt the marrow from a beef bone in a double saucepan. Blend in ¼ pint of warm rum in which a sprig of rosemary has been infused. Apply to the scalp, massaging lightly. Wrap your head in a towel, leave for an hour or two and then shampoo your hair. To obtain a sheen add a few drops of cider vinegar to the final rinse. Repeat this twice a month, and every other week wash your hair with the yolk of an egg beaten up with a little rum. Rinse with rain water. To prevent hair loss massage one of the following three lotions into the scalp every day. 1. put 1 ¾ ounces of small nettle leaves into 1 ¾ pints of warm vinegar, allow to stand for half an hour. 2. take 3 ½ ounces of roots of burdock and two ounces of nettle leaves, chop finely and marinate in one pint of rum for at least a week, then strain. 3. Pick 3 ½ ounces of nasturtium, nettle and box leaves, cut up finely and marinate in a pint of rum for two weeks, strain before use. Having checked out all the old recipes I think I will buy a shampoo and drink the rum, that will make me forget about my hair loss.

MARGARET SIMMONS.

THE WESSEX STATIONARY ENGINE CLUB
NEWS LETTER 28/2/77

Hello

The club has had a good start so lets all keep it that way
Please tell all your friends that the club is in action, for the
first two months lets see who can bring in the most new members
into the club for a copetition.

H.Q.

Our club H.Q. is going to be at the old Down Inn from the 28/3/77 when David Edgington will be giving a talk on Petters so lets all attend and bring a friend too.

Membership fees are to be paid to Ann Brain along with add's to go on the notice board the charge is 5p per add.

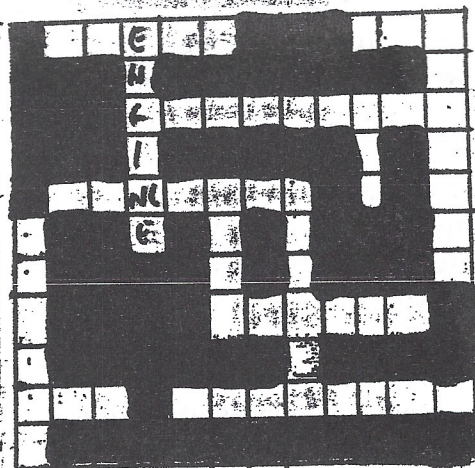
Any information for next months news letter to be given to Mary
as soon as possable please.

The Committee Members are as follows

Ben Whittock , John Spear , David Farnden

CROSSWORD

Down 3 combustion
4 engine club
7 lubrication
8 stumble
9 Unstar
11 American.

[illegible]

The club would like to wish **JACKIE LAMBERT** and **JILL HALLAM** many happy returns of the day for their birthdays on the 16th May. It's a bit belated I know but I didn't get the information in time for last month. (ED).