

CRANKING

April 2015
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The Wessex Stationary Engine Club's Monthly Newsletter

From The Sump

Lots of stuff for sale this month, so I've given over editorial space to get it all in! I've got to say that I'm very pleased that the Moving the Metal column works so well – this last month, members have sold six engines and an assorted pile of associated stuff like pumps etc.

But it is perhaps on the wanted side that it is at its best, winking out those odd bits which are of no real value to the bloke who has had it on his shelf for forty years, but is like it was made of that well known material Unobtainium to the very happy new owner, often one step closer to getting an engine back into running order for the first time in many years. There is no thrill like feeling the first stirrings of combusive force in an ancient engine.

Time is passing by as many reading this will wryly agree. Time that makes our uncooperative old iron ever more difficult to shift as the birthdays come and go. There comes a time for all of us when it's one back ache too mamny, me included.

But the sun is shining and it's another spring I've seen!

I am open to sensible offers on all items, please ring for further details, evenings only.

Phone Matthew Hodges on 01747 870516

Amanco 3 HP, on a trolley. £550

Bamford 3HP on a trolley. £250

Bradford (similar to PB shape) No mag. On a trolley. £50

International 3.5HP. No trolley or skids. £450

Lister A, tank cooled, driving original H2 pump, on original trolley. £350

Lister A, single flywheel, New petrol tank, mag rebuilt £350

Lister L, tank cooled, steerable trolley. £250

Lister water pump, large size, on a trolley. £200

Ruston PB6, on a trolley. £175

Ruston 8DP, 3HP. On a trolley. £275

Ruston 9PB. On a trolley. £275

Ruston 4.5HP, open crank. On a trolley £750

Hacksaw, trolley mounted. £100

Three assorted trolleys, one Lister A. £180 each.

Assorted magnetos.

Moving the Metal

For sale

Lister D, on a trolley £150. **Wolseley WD11**, on a trolley. £150. **Lister A**, on a trolley. £200. **Godwin pump**, £100. **Lister H1**, £100. Phone Phil Roberts 01749 840093.

Troy AGR Utilities Ltd. Single plough and set of cultivators.

Large cast iron wheels. Engine turns over, open gear box.

£150. **ONO** Phone Richard Cowell, 01747 824102 (Dorset)

Petter M. 1934, Apple top, 4hp. On a trolley driving a generator and complete with Lighting board.

EMCO screw cutting Lathe, 5". With milling attachment.

Loads of tools and kit, very good condition. All open to offers.

Phone Phil Coombs, Gurney Slade. 01749 841220

Genuine Russian Cold War 1kva Generator! An imposing beast with its own weatherproof aluminium cover. Quite unique in the UK as far as I know. £150

Tiny Tim generator, ex Sherman tank. One of the top tank versions with a proper carb! Was running fine but the carbon needs scraping off the exhaust valve stem. Otherwise in excellent working order. £155 ONO

Tiny Tim generator. Genuine ex WD with bottom tank.

Turns over but I've never had it running. £85

Phone Kim Siddorn, below.

Believed **Ruston Hornsby** trolley. Four good wheels, axles and steering head but wood U/S! £80.00 ONO

Lister L bottom end, more or less complete timing gears etc £70 ONO. Set of trolley wheels - offers

Bosch flick mag, appears in good order £60

(Bob Alexander, below)

WANTED

For Norman T300. Complete carb or parts. Anything considered! Please phone Roger Kempson 01275 837532

Lister L type, fixed head. Magneto drive chain cover. A water pump suitable for circulating water across the screen cooler.

Grateful thanks to all those who have helped so far!

Phone Bob Alexander 01225 766211.

A fuel nozzle for a **3 hp Petter M**. Phone Roger 01722 416949.

Suppliers

Recommended Bearing Supplier – very helpful!

Solent Bearings, Unit 20&21, Test Valley Business Centre, Test Lane, Nursling, Southampton, SO16 9JW
Phone - 02380 667100. www.solent-bearings.co.uk

Fuel Tanks and Crank Guards made.

Tel John Hedges 01635-268359 or 07831-410473 (Newbury Area). "

Articles, cartoons, photos etc are always very welcome – this is not a one-man band, but an expression of all our thoughts and experience. Submissions should be preferably typed or word-processed or even handwritten, (if brief), - it is the content we're after, not the grammar or spelling, so please don't feel your efforts will be ignored. The editor reserves the right to change, edit, augment or lessen your Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy

Phone - 0117 964 6818

J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

Featured Engineer Number 10

A retired Motor Engineer who wishes to remain anonymous

Sometimes in the afternoons, work would get short and then to pass the time some of the older mechanics would torture us youngsters by being twisted in opposite directions or by having cigarette butts stubbed out on our bare feet. This latter happened to me twice. This was also the time to initiate the new apprentices. This took two forms...one was greasing which meant having a tin of grease slapped on your private parts and being rubbed into your underwear, most embarrassing when arriving home. The second initiation was to be ducked in the tank of filthy water used by the tyre fitter. It didn't pay to put up too much of a fight as you would end up across the tank with a couple of burly blokes standing on you until you subsided to the bottom of the filthy tank.

Due to the large number of employees in the garage (my clocking-in number was 313) it had to employ a certain number of 'feeble-minded' types. These unfortunates were bated endlessly. I remember one instance when 'Shakey Nick' was encouraged to try to pick himself up whilst standing in a bucket and pulling on the handle. He struggled for a full five minutes to cheers of derision.

The garage was full of characters and a fair few deviants. I think they were just fooling around, but you never knew. One in particular, Geo P was best pals with the workshop manager, who made sure Geo was given the most angelic-looking of any new batch of apprentices. It was common, when opening up the inspection pit to find Ron cuddling his favourite, seated on an old oil drum. Luckily it didn't happen to me!

Terry was straight but used to boast of his love-life and as I was very shy it made me feel I was missing out on life. Terry was much more worldly wise than me. I suppose he had worked in his father's fish and chip shop when younger. He was only about eighteen months older than me and cannot have held a driving licence for much more than a year and yet he was a very fast and competent driver, driving all the cars we serviced as fast as possible. The garage was near one of the fastest roads in the Bristol area, about eight miles of fast road.



I used to worry the wheels would come off as we often cornered at eighty miles an hour. It is now a 40 miles per hour zone. Once we had a race with a chauffeur driving an Austin Princess limousine. We were in a Sunbeam Rapier sports saloon. As we followed him towards the traffic lights, a boy on a bicycle pulled out right in front of the Princess from the school playing field on the left. The car hit him full-on at about eighty miles an hour. It took a good hundred yards to pull up.

When we walked back, the boy was complaining of a pain in his ankle. We were amazed he wasn't dead! Terry and I quietly left the scene to the boy and the chauffeur. I often think of this incident fifty years on. It was just up the road from here, that we did 105mph in another 1600cc Rapier. This is now also another 40 mph limit with a camera.

I mentioned earlier that my clocking-in number was 313. The clocking-in machine was located near the stores. The stores carried a vast number of parts for all the Ford Group cars and commercial vehicles. The storemen were a law unto themselves. When queuing to be served, it could take a good five or ten minutes to reach the counter. Common parts were often given out without the car chassis number being needed unless the storemen were grumpy when the car chassis number would be demanded. "But it's a head gasket for a Popular!"

"Don't care!" says Mac C. "Go and get the number."

Back up to the front shop to go under the bonnet for the number, then back down to join the queue again. Of course all the older blokes would push in front so it could take another ten minutes. Access to the stores was via a ramp into the garage and it was here at the stores that a bit of motorcycle excitement could be had when Bob R on his BSA Road Rocket and Andy P on his Royal Enfield Constellation would clock in and then race one another up the ramp and onto the road outside. I would estimate they would be doing 40mph when hitting the road.

Traffic was lighter in those days but not unknown. Bob R was a tough bloke. He never wore a helmet or goggles in the coldest weather. He told me he didn't buy insurance as he rode a bit slower so as not to attract attention and was therefore less likely to have an accident. Andy P was an interesting bloke, being a big, blonde German Aryan type whose interests included engraving German eagles and swastikas with his diamond rings onto the garage windows. He also instigated fire-fights with homemade guns in the bomb site across the road.

As well as the storemen, another little Hitler was Jeff R, the tinsmith. Yes, the garage employed a tinsmith who made lorry fuel tanks and repaired things like radiators. He had 'little man syndrome'.

Continued Next Month.....

Calendar of Events

key. CN = Club Night. E = Event

May 3rd (Sun) E. **Lambourn Woodlands Country Show**,
Contact Stephanie - 01488-683023.
May 16/17th E. **Shillingstone Rally**, very popular, book early!
Contact S Burden 01747- 822834
May 18th E. **Emergency Light Aircraft Around The World** - Dr.
Andrew Steel. (*Early because of Bank Holiday*)
June 20th - 21st E. **The Wessex Midsummer Vintage Show** -
Semington, nr Trowbridge, Wiltshire
June 21/22nd. E. 31st **1000 Engine Rally**, Astle Park. Cheshire
June 29th CN. **My Life In Motor Sport** - Prof Andrew Graves.
July 18/19th. E. **Much Marcle Steam Rally**. Rye Meadows near
Ledbury. HR8 2LX Phone, Mrs Dot Pullen, 01531 633664
July 18/19. E. **West Oxen Steam & Vintage Show**, Contact
Andy on 01993 771251 or Download Entry Form Via
www.westoxensteam.co.uk. Venue, Ducklington Nr Witney
July 27th CN. **Crank Up** - The Court Hotel With Bread &
Cheeses Supper
Aug 24th CN. **HMS Aphrodite, EOKA and Enosis** - 2
years in Cyprus 1958-59 - David Griffiths
Sept 28th CN. **Hawker Hunter Fighters** - Grp Cpt John Heron
Oct 26th CN. **My Life In The Fire Service** - John Bullock
Nov 7th. E. (Sat) **Autumn Sale**. Oakley Airfield. HP18 9JX. info:
Mrs. Anne Harris 01367 810415
Nov 30th CN. **Lights At The Court Hotel** - Bring an engine
driving dynamo or genny in the afternoon and then model show
in the evening with silver soldering demonstration & supper
Dec **Christmas Party** - Court Hotel (Date To Be Announced)
Dec 27th **No Christmas Crank Up**
All the above dates are subject to alteration and changes will be
announced in the newsletter.

Engines Required!

John Brooks Memorial Vintage Crank up, 7th June 2015

John was a very good friend of mine and many others in the club and is greatly missed by all that knew him. The event is at Piltown Farm, West Pennard between Shepton Mallet and Glattonbury, BA6 8NQ. The entrance to the farm is opposite Stockbridge Lane.

Bring an engine, bring a model, bring a miniature traction engine or any other vintage exhibit, or come along and adopt an engine for a day, many engines on site and if you want to have a play just bring a few tools and have fun getting one up and running.

Cider, Bread and Cheese free for you to enjoy

Please come along and help us remember our dear friend and long time club member John Brooks. For full details give Eric a call on 01225 754374.

Chairman's Report

Well, this month I have to report some sad news. Mike Jennings's wife Eileen has passed away, Mike and Eileen, never missed a club meeting until Eileen became ill and Mike made the decision to move to Cornwall to be close to his relations. I hope you have had a happy time in Cornwall and I know that all of us that knew you will have you in their thoughts at this sad time.

Now on to more happy matters. The preparations for our new event at Westbury are going

well and by the time you read this report it will be done and dusted. I must thank all of you that have taken the trouble to let me know that you will be coming along.

As you will see in this newsletter we are having another new event at **Piltown Farm** in early June so please help us make this a great day.

I am hoping that I may be able to arrange two other events for you all this year - negotiations are ongoing, so watch this space.

I'm delighted to say that a willing Sylvia Gregory has come forward to take on the job of Newsletter Distribution. Grateful thanks for offering to do this important job.

I have appealed for members to come and help the committee but this has fallen on deaf ears. I **NEED YOU!** I cannot do every thing nor can it all be left to our Secretary Jackie or Karen our Treasurer. I cannot see that we will survive.

We need some more help with our main event ~~The Wessex Midsummer Vintage Show~~, so please come forward and just give the committee and the Rally a little of your time. Moan over. On the subject of the Semington Rally can any club member supply us with or know where we may be able to beg or borrow around 120mtr. of Harris fencing for the two days of the event if you can help please give me a ring on 01225 754374.

You may have seen in Stationary Engine Magazine, the letters on the subject of signage by your engines at events. The Wessex Stationary Engine Club committee is at this time designing a Wessex Engine Log Sheet and history write up sheet, complete with coloured Wessex Logo. You will all get one in the post in due course and woe betide you if I find you do not display said form with your engine!

We are also at this time developing a leaflet describing the activities and history of the Wessex Stationary Engine Club. This will be distributed in local tourist board outlets, museums and other places of interest. All we need now is a good summer so we can enjoy each other's company at rallies and crank ups.

Mells Daffodil Day- Monday 6th April 2015

By Brian Verrall

After taking on the paperwork and organisation of this event from Robin Lambert (who ran this event for many years), I was a little apprehensive as to what to expect. Well, I needn't have worried. The set up on Sunday afternoon went without a hitch and was completed in record time.

Monday morning dawned bright and sunny though there had been quite a hard frost. On thawing out this made the field a little slippery so some exhibitors needed a little help to get into place. Anyway by 9.30am there were 56 exhibitors lined up behind the ropes ready for the day ahead. As it was

warm and sunny the public were out in force and a lot of interest was shown in the engines and associated equipment all day long.



At about 4.30pm it was time to pack up. This was achieved by a very willing band of helpers in pretty quick time. My heartfelt thanks to you all and your support is much appreciated. I am not going to name you individually, as I am

bound to forget someone. You know who you were anyway.

A good day was had by all and roll on next year if that's not too presumptuous.

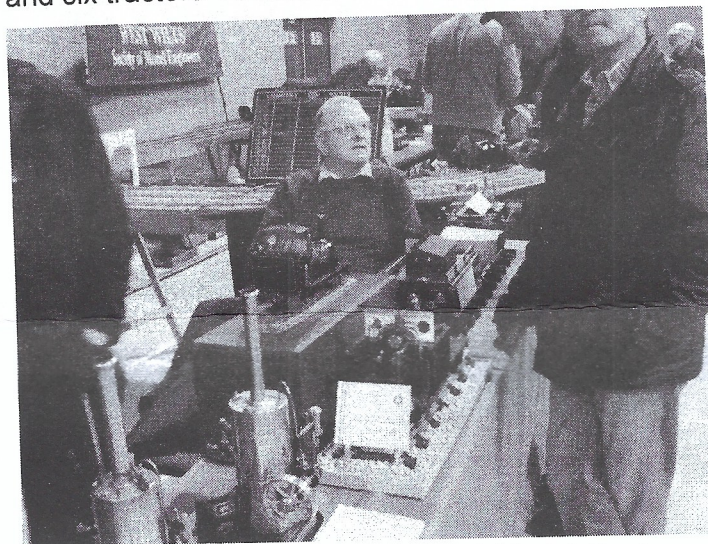
White Horse Rally, April 19th

By Eric Gay

I'm pleased to report that the sun shone all day, drawing a fine crowd of enthusiasts of all kinds to this event.

There were about forty stationary engines in the line up, showing a good variety of makes from the ubiquitous Lister D to a fine upstanding Blackstone.

In addition, there were a good half dozen classic cars that came and went. Phil Gumm brought a commercial vehicle, two Willys JEEPs appeared and six tractors rounded off a very good display.



The West Wilts Society of Model Engineers ran both steam and Diesel traction all day, giving rides to children of all ages.

It was a grand day out, much enjoyed by all who attended and the date is already pencilled in the 2016 diary. Thanks to all who supported this new venture.

The Way We Were

By Robin Lambert

Looking at a report from 1985, Robin was struck by just how many member's names - people



who are still active in 2015 club life - were mentioned in this report - Ed.

As the helpers arrived the jumble, bric-a-brac and books were sorted out and put in their usual places; this done the next priority was to get the kettle on whilst willing delegates, Bill Appleby and Bob Hallam, went to fetch the fish & chips just down the road (this is the usual yearly ritual). Next Diane arrived and was greeted with everyone singing 'Happy Birthday' to her, don't know who was the most embarrassed, Diane or the songsters, and I won't tell you how old she is

Bill Appleby and Gerald Harris opened the doors promptly at 2 o'clock to the waiting queue and brisk business continued for the next hour. Herb Gane was busy selling raffle tickets, Brian Munt, Diane & John Emery, Bob Hallam, Tom Randall & children, Bill Coombs and Eric Brain ran the Bric-a-Brac stalls, Ann Brain, Christine Rogers, Ann Harris, Carol Skuse, Audrey Harris, Marg Appleby, Wendy Gane & girls manned the jumble. Don Rogers, Phil and Dave Harris deciding the best place to have a chat was in the kitchen, ended up making and selling cups of tea & coffee for the rest of the afternoon, and they did look lovely in their aprons; I wish I'd had my camera. I don't know who washed and wiped out of them, but there didn't seem to be too much tidying up to do after, so they will certainly be engaged for similar duties next year.

Baby sitting duties were also on offer, Bill Appleby looked after some young mother's baby boy while she rummaged through the piles of jumble undisturbed. Are there no limits to the adaptability of WSEC members.

The draw was made at about 3 o'clock and the winners were; Sherry, Dave Harris; Cake, Mrs. Gillharn Snr.; Liguers, Mrs. Phillips; Easter Egg, Jenny Oausley; Miniature 'Horses, Mrs. Gillham, Jnr.; and Guest Soaps, Sue Hall.

Thanks to everyone who made a contribution to the success of this sale, even if they couldn't De there and a grand total of £98.36 was taken.

(Photos from Internet resources)