

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

June
2012
Thirty fifth year
of publication
www.wessex-sec.co.uk

From the Sump

The club now has its own digital projector and I thought I'd pass on a useful tip for those that have – as most do these days – a digital camera. No doubt you will have an album(s) of printed photos from your exploits with engines over the years. There is no escaping the fact that the epidiascope leaves a lot to be desired in the imaging department, leaving us leaning forward trying to figure out who is who at a rally long ago.

I have had a lot of success recently in copying photos by the simple expedient of photographing the photo! You'd think that running it through the scanner would give you a good image, but it is rubbish compared with a photo.

You'll need a sunny morning, a flat board and some Bluetac. Set it up in a room with sunlight streaming in the window but not shining on the board or photo. Morning light is best in my opinion as the light colour is more attractive. Focus camera, take picture. Done.

You now have a digital image of the original which you can store on a "dongle" – a USB stick – and plug it direct into the club's projector. If you don't have a dongle, I can bring an adaptor which will accept a range of memory cards that will plug into the projector. This is the easy way, but of course if you have imaging software and a PC, you can dramatically tidy up the photo, increase its sharpness, re balance the fading colours – etc.

With the rally sadly cancelled at the last minute – brave decision by Eric and the Rally Sub Committee, but absolutely necessary with the state of the field and the weekend forecast – it is a pleasure to draw your attention to the Blagdon Engine Day on Sunday 29th July at Blagdon pumping Station and Visitor Centre, Blagdon Lake Station Road, Blagdon, BS40 7UN. You should know that the site will open to the public at 2 and we can get in and set up from 1.00pm – NOT BEFORE. Of course, the Court Hotel Crank Up is the next evening on the 30th, so you can leave your engine all ready to go.

Another show is the Claverham Vintage Engine Show on Sunday 2nd September. Claverham Village Hall, BS49 4NF. You may arrive Saturday and camp.

Further info from Margaret 01934 822466.

Moving the Metal

For sale

Lister Junior. Runner, nice condition, original trolley.
The David. Small belt driven Compressor.

Phone Mike Upton 07595 421409 **£280 the pair**

Lister 'D' on good trolley. Fair runner. £75 ono
Petter A1 on good trolley, partial restoration. All complete with good Magneto **£55 (prices reduced!)**
Petter A1 parts. Block/Crankcase/ Flywheel/

Casings & Brass plate /Fuel tank £30

Pulley 12" Dia 4" Wide 1.425" (36 mm) Bore. £15

All above Phone John Light 07885 466464 Farmborough

JAP 55. The very unusual air cooled twin cylinder engine. As far as I can see, it has never been more than test run. Rare one to rally! £100 ONO. Swaps with smaller engines considered.

Phone Kim Siddorn 0117 964 6818

WANTED

No. 52 Steel Detachable Chain as used on conveyors. Looking for 10 yards, but any quantity will do.

Phone Gerald Atherton - 01934 852670

Stuart Turner R2 cylinder side plate with "STUART" cast into it.

Phone R. Champion 01275 892944

Tilley lamps – WHY?

Phone John Ivens 07812 385536

Vincent industrial engine powered compressor.

Pultra lathe or parts. 1510 Or 1710 considered.

B T-H Competition magneto. For my cammy Norton. Anticlockwise from the points end. Thick base preferred although not essential. Good price paid for the right magneto!

Audio reel to reel tapes. 7" preferred, any size considered – WHY?

Nagra open reel tape recorder – anything considered.

Above, phone Kim Siddorn 0117 964 6818

This column works, three engines, a pump and another lathe sold since the last newsletter!

Let's have your engine and similar stuff that you have for sale up here for a month before putting it in SEM – you might see it at rallies if sold locally!

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 Engine No. 66

Vulcan Jet Pipe? By J. Kim Siddorn

Not really an engine at all

Some fifty years ago, I was running the Finished Stores, Two Shop Instrument Room at Bristol Siddeley Engines. Patchway, Bristol. The Rolls-Royce take over was four years in the future. My drawers were full of small, often delicate components that had come in from Inspection and I looked after them until they went off to be incorporated into an airframe somewhere.

These were interesting years to be a young man in the aircraft industry. There was an Olympus 593D slung under the test Vulcan in the Flight Shed. Sadly, in December 1962, one suffered a LP turbine failure during a full bore ground test at Filton and the ensuing fire completely destroyed the aircraft. I happened to be in the Flight Shed at the time on the other side of the airfield and I reckon you could have heard the bang on Mars! Everyone ran out of the Shed and stood in the drizzle in horror. It was a very sad and pi**ed off group of people that watched the great pall of black smoke drift away downwind.

New Development engines moved out of Four Shop over to the test beds for Type Testing and sometimes came back in the midst of a solemn procession of gloomy people in white coats when yet another Number Five Bearing had failed, sometimes catastrophically.

Other 593s were cleared for one flight – they were still troublesome – and headed out to be delicately (there wasn't a lot of spare room!) fitted to TSR2 airframes for ground and then (yippee!) flight testing. The buzz was that this was going OK but they were experiencing undercarriage wobble in wet conditions. Not surprising with its narrow track. The company were looking for 38,000lbs of reheated thrust and they were colloquially referred to as "38 pounders" on the shop floor even when they were struggling to reliably reach 32,000lbs.

The Oly 310/20 engines - they were generally referred to in the factory as "9000's", a reference to their original thrust rating - and were in quantity production. At least one of these still survives from its mummification and careful preservation at RAF Bruntingthorpe and is being currently fitted to the last of the line of Avro Vulcans in a flyable condition, the X558 airframe in Doncaster.

But I digress, for the tale is actually short and simple! One morning a man with a rare "Go Anywhere" pass appears in my doorway.

"Finished Stores, Instrument Room?"

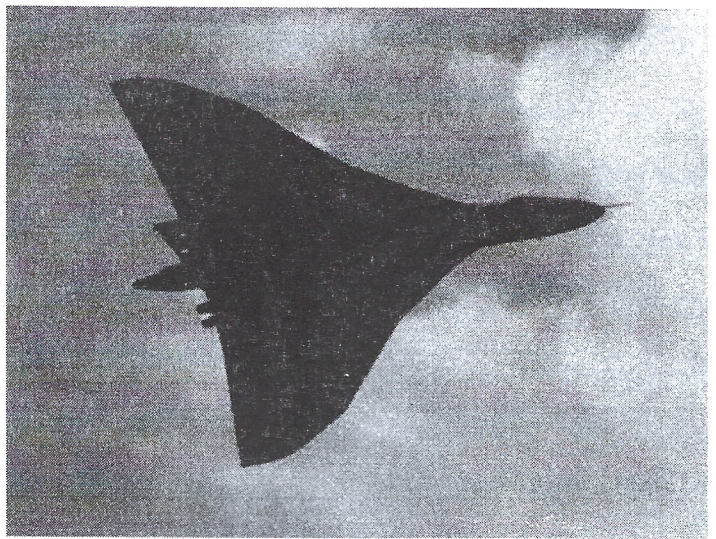
"Yes mate".

"I have a permit to search your stores for a missing item."

"OK. What's gone missing?" This wasn't common. Finished parts rarely went astray as they had to be signed for whenever they changed hands.

"An Olympus jet pipe." Now he had my attention – they are four feet across and fifteen feet long! You might have rested one on the wire netting over the top of the stores, but not in the small, tidy space.

"OK, search away." He glanced around and proffered his clip board for me to sign as checked.



"I need to search the Material Stores" This was Jim's domain. The other side of the bin line and theoretically under my charge – but this took no account of Jim, a Scot of fierce independence who might have modelled himself on Mel Gibson's "Braveheart" had it not been decades in his future! He'd make Alex Salmond look like a limp lettuce leaf.

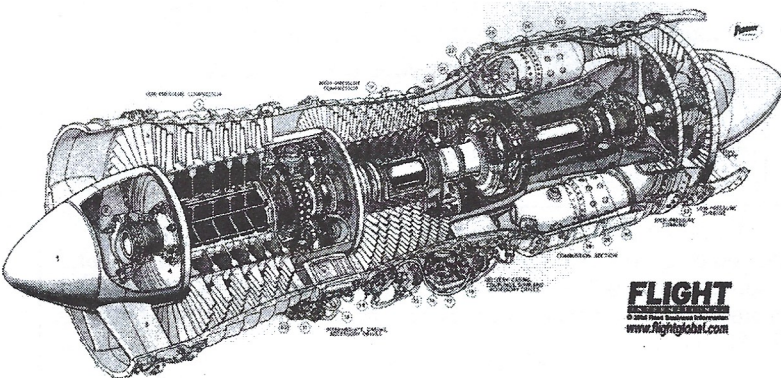
"Jim, this man needs to search your stores." Out comes Jim, wiping his hands on a rag and then lighting his pipe. From the wreaths of smoke came an expletive or three that intimated that all us Sassenachs were demented. Solemnly, the three of us crossed the threshold of the store, ten feet wide and twelve long.

"Not here either." said Mr All Areas Security Pass.

Jim signed the sheet and we saw him off the premises. We watched him walk next door into the Electronics Lab.

(Strong Glaswegian accent) "He'll be off to the electronics stores then." Puff. "Perhaps they'll find him some nice, dry sparks to take with him." Puff "Damn fool!"

I heard some months later that it was an administrative error and said jet pipe was minding its own business flying around the Eastern Mediterranean.



There was the usual turn out of Lister "D"s plus a Bernard, Grigg, Norton Villiers plus pumps, compressors and generators. All ran well on the day.

After years of disappointment with engines on the pre rally Fridays, I dug out a Norton Villiers that had not seen the light of day for years. To my great joy with a tank full of petrol, a pull on the start cord and away it went. This must have been a good omen for Saturday. Thanks for the day out Ted!

My Mate Old Deadly **By Eric Gay**

Well, marriage got Old Deadly and you all know what happens when women get into your life. Well, for a time he worked for a firm at Melksham "Bowmaker Blxxxx Plant". He will tell you it was the worst job he ever had, an electrician on earth moving machines, on call 24 hours a day. He just never saw his hoiuyse. In the end, after a terrific row with the foreman and works manager about working 48 hours non-stop, the old boy blew his top. They wanted him to work on another machine in the workshop that needed a rewire. This would have taken another six or seven hours on top of the two days he had spent on the side of a quarry stripping out a donkey engine and fitting a replacement. One might say this was not an electrician's and no, it was not. He'd been sent to repair an electrical fault on the Caterpillar only to find the electrical fault was a broken crankshaft!

With no meal, drink or sleep for 48 hours, it's no wonder he'd had enough and told them just where they could put their job and walked out the gate!

No job and a house to pay for and the missess wanted feeding, then his luck turned a phone call out of the blue, I chanced to rewire all the lighting in the show rooms of Rob Walker's Garage at Corsley and put him in touch. After this he started his own business, working for Rob Walker for many years.

Another good contract came his way maintaining property and equipment for New Dawn Eggs Ltd. With farms from Five Head in Somerset to Swindon in Wiltshire, Old Deadly had a free hand to keep lighting and ventilation in full working order. This and the maintenance and installation work on a large pig farm near Bristol along with working for some very high class building contractors and even English Heritage kept Old Deadly from getting bored.

Old Deadly got hooked on Model Boats. It was a visit to the Cotswold Water Park and seeing the glass fibre models flying around the lake at great speed got him well and truly hooked,

He joined the Cotswold Model Power Boat Club and even became competition secretary. They went all over the place racing the models (multi boat racing) and it was great fun. He still got the trophies he won, from Wales to Bournemouth to Birmingham and Bristol. Like any racine, it was damned expensive and after many years it was time to call a halt. The piston and liner for an OPS engine was over £90 - and that be over 30 years ago. A set of bearings for the Webra racing engine with a life of two

hours again was around £20. But Old Deadly were nobody's fool and he made his bearing last for many races by soaking them in a special lubricant containing liquid PTFE. He told his mates, but aside from them it was a closely guarded secret.

It was in Bristol docks that it all came to an end. It had taken a good few years, but now he was up with the top runners and on this day he was right up the backside of the world champion and he would have overtaken him on the next lap. Now, when racing, they had a rescue boat and if a model broke down or stopped it could be picked up by the rescue boat and returned to the pits, got going again and rejoin the race. Well, his boat was flying up the staring straight when the driver of the rescue boat did not look but swung over crushed our hero's boat against the wall.

That was number one model destroyed, his 2.5cc OPS power boat lay in ruins. But worse was yet to come in the 6.5cc class. The start signal was given and Old Deadly was in the front going like stink, but disaster was waiting at the far end of the course as far away from his transmitter as possible the boat went out of control and hit the dock wall flat out, a total write off. It just happen that the race controller had two boats on the same frequency, this in no way should have happened and it was only when Old Deadly checked with his own meter that it was discovered, but it was too late, the damage was done.

Old Deadly threw the remains into the back of the van, and this was the end of model boat racing. It had been good fun and he can still show us photographs of the boats he use to race. It was expensive then - I hate to think what it costs now!

Time passed as time does, and it was on a trip down to the coast that poor Old Deadly caught a very dangerous infection, I hear that doctors have tried to come up with a cure, but they ain't got it licked yet. They do say that it is worse than the lurgey and God knows that can be bad. The poor old soul caught oldengine itiss.

The trouble is that as the years have gone on, it only worse! He got the disease by making a unplanned visit to the Great working of Steam Engines at Stourpaine Bushes, only the second to be held there. There were all these funny little engines - and some not so little - all chugging away and he just could not take is eyes of them and 'er indoors had a job to tear him away. At the end of the day when he got home, she give him some aspirin and put him to bed but it was too late, he was infected. We boys felt sorry for the poor bu**er but there was nothing we could do.

One Wednesday a while later, he came home with a grin on his face. 'er indoors was wary.

"Come and see what I've got"

"What?"

"Come and see."

He opened the van door and there was this lump of rusty iron in the shape of a Ruston PT 1.5hp. We thought then that she really did think he'd lost a few marbles and that Big Sister had been right all along!

Spring Rally Reports

by Robin Lambert

Westbury Transport Gathering held at Bratten

28th & 29th April

This event was to become yet another victim to the dreadful weather which has marred so many events during the month of April, I made a phone call to Chris & Don as to what the state of the field was in knowing they were pulling in to the site on Friday and Don's report was that we should not have any problems so on Saturday morning at 8.30 we arrived to find an Artic Tractor unit stuck just inside the entrance which left us enough room to creep by along the upward slope with no traction problems. Around a dozen stalls were in position and a several classic cars formed a line with one brave chap on a BSA Bantam; well the rain just came in sideways and by mid-day there was no sign of it letting up and exhibitors began to leave, the only thing to have a smile on its face was the Old White horse up on the hillside or perhaps it was a smirk! I am sure everyone on leaving had sad thoughts for the organisers Keith Miller and his helpers as they did their best to tow everyone out and control the road traffic.

Castle Combe 19 & 20 May

This is always a popular event for exhibitors and public alike but based on an old Airfield the weather here can change from hot to freezing with icy winds, this year it was fine but on Sunday an overcoat was required. This year I thought I would be clever and arrive after the Friday 12 noon entry time to avoid the long queue in the holding area for those who turned up early but it made no difference I still had to join around 200 others in four long lines and wait an hour or so to gain entry. When in the site it's rather nice as you can choose your own place in the marked off area many exhibitors have their favourite spot from year to year but once the trackside lines are full a second line is started to the rear of the trackside exhibitors camping vehicles and is out of sight to many of the visiting public which is a shame as there was some nice engines in this line. It's a shame this event clashes with the Shillingstone Rally in Dorset but I guess the two events are far enough apart not to

affect one another with a supply of exhibitors.

Here at the Combe there is always plenty to see all the usual Auto jumble and Tool Stands and huge plant stalls which must have had two good days trading judging by the amount of flowers and plants making their way back to the car park. There was a great display of model aircraft some were very large and fun to watch showing the skills of their controllers. A popular ring event was a children's Motor Cycle display team and of course all the usual vintage vehicles did their turn around the arena. To sum up this was two nice days doing what we all enjoy and I hope the organisers did well on the pay gate as they make a nice donation to the Air Ambulance.

Southwick Rally May 26th & 27th

We arrived on site Friday afternoon to find quite a lot of exhibitors had off loaded their engines and were in position and set up for the next days start of a two day event. Arriving on a Friday seems to be quite popular now particularly amongst the "Retired Association" like ourselves who have a bit more time to spare unlike those who have to work. We took along a 1060 Crossley which is a recent acquisition to us and a old motorised Bicycle with drive to the front wheel, I think that when the show started the old Bike caused more interest than the engine !! We had just off loaded when a Mercedes Unimog turned up with a large water tank on its body asking if I would like some water, I never knew a time that this was WSEC member Gordon Guley who was helping out the site tanker, so well done Gordon and his good Lady who was stewarding on the entrance, I should also mention that they had an all original spray cooled 5hp Lister "L" on its supplied carriage which was purchased new by Gordon's Grandfather how nice that this has been in the Family all these years.

With the show up and running on Saturday the Gremlins struck, Firstly Peter Frost who's Amanco Hired Man just would not go, despite help from all directions it would not start up, and coming out in sympathy and refusing to run on kerosene

Les Ricketts DuzGo became a Duz-not Go and to add to his troubles he had planned to watch the Grand Prix on his portable TV and his two Auxiliary Van

batteries had run down but he managed to find a third one to save the day.

Despite the scorching hot weather here I do feel the show may have been lacking a bit on public support I hope I am wrong as there was lots to see even free rides on the small steam railway for the Kids and free rides around the show in a trailer towed by a traction engine for the big ones, All the Usual ring events took place with our own club president Brian doing the commentary as the motorcycles did their laps, I would like to mention the two main organisers of this event Steve and Pearl Francis who along with all their helpers put on an excellent show and sent everyone home with a suntan.

The Sun Ain't Gonna Shine Anymore

It's funny how during the winter months we all begin to plan where we intend to go next year, We always reflect our past visits to the events most enjoyed by us which always seem to be blessed with fine weather waking our time there most enjoyable. What never seems to cross our minds is if the weather can turn nasty, two of our favourite events for many years now has been **Tatworth** and **West Bay** and by the time you read this report the news will be old hat and '**Water**' under the bridge but never mind here we go. **Tatworth** it always well supported by Exhibitors and Public alike and this year was to be no exception, the rally field or playing field i should say was full of exhibits many of whom were in place on the Saturday bearing in mind this is a Sunday event taking place on 3rd June.

On the Saturday evening, 44 Tractors took part in there Annual Road Run most towing trailers all decked out with Jubilee flags and bunting, they returned some three hours later no doubt after finding a watering hole en route! On Sunday with the Show under way the Stationary Engine lines were full, Stalls, and all the usual vintage vehicles in position and showers started to become an annoyance, The usual Car boot was smaller than intending booters had no doubt seen the forecast and sat tight at home. By mid afternoon the Storm hit and with no sign of letting up and folk began to pack up, but there was some good

news the usual Raffle took place and the Major prize a large Hamper was won by two WSEC Members Sylvia and Graham White so well done to them.

With quite a few of our club members here, many had made arrangements to move south for a few days before pulling into **Westbay** on the following Thursday we ended up at Charmouth which we used as a temporary home for a few days as well as paying a visit to Dorchester Market which is well worth doing as they have a large Antiques Hall with lots of interesting stuff.

Thursday soon came and we were at the reception gate at **West Bay Rally**, There were around 20 or so Exhibitors already in the field including Gloria and Ed Carp all nicely in their favourite position with a river view. The gate stewards told us that access to the field was a bit soft and it would be best if we had assistance from a Tractor this we duly did, Now in our position with a view of the river some several feet below all seemed fine until a Steward came around to everyone saying the Water Authority had contacted the event and told them an extraordinary high tide was due later that day and the whole field may flood and we should move back out of the field!! So queues were formed, tractors dispatched and all of us were relocated to a safe area near the main road.

What a good job we all moved as at 9pm I took a look at the rally field and the river was just lapping into the Showground and by 10pm 2ft of water was over the site. I felt so sad for the Organisers (The West Dorset Club) after all the hard work they had put in to no avail, they did plan to go ahead with Saturday's Auction and if anyone towed in to the refuge area wanted to stay and exhibit from there they could but the general opinion was perhaps to make our way home and we did just that. On arriving home we retrieved a message telling us the event was to be cancelled.

This Club has had some bad luck as last year the Sunday had to be called off due to the same problem so lets hope that next year they can find the energy to do it all again and that the Sun shines on them, they certainly deserve it.

Calendar of Events

Key. CN = Club Night. CU = Crankup E = Event

July 21/22nd. E. West Oxen Steam & Vintage Show. Ducklington, Whitney, OX29 7TY (junction A40/A415) Info: Anne Harris 01367 810415

July 29th. (Sun, arrive 1.00pm) **Blagdon Engine Day** at Blagdon Pumping Station, BS40 7UN.

July 30th. CN. Crank Up at the Court Hotel.

Aug 20th. CN. Early due to holiday. In house quiz.

Sept 2nd (Sun) Claverham Vintage Engine Show Claverham Village Hall, BS49 4NF. You may arrive Saturday and camp. Info, Margaret 01934 822466.

Sept 24th CN "Engines at the 1000 Engine Rally" by Kim Siddorn

Oct 6th. (Sat) Skittle Match at South Parade club, Frome.

Oct 13th. E. Wessex Autumn sortout at Cranmore Station Yard.

Oct 29th. CN. Other Hobbies evening.

Bring stuff along to illustrate a table display or talk about it!

Nov 12th. (Sat) Autumn Enstone Sale.

info: Anne Harris 01367 810415

Nov 26th. CN. Photo presentation by the members. Bring along ten photo's or slides. Prize for best effort.

Dec 2th (Sun). CU. Antifreeze Crank Up at Nunney.

December – No meeting this Month.

Dec 27th. CU. Mince Pie Crankup at The Court Hotel
All events are listed in good faith. You should always ascertain if an event is taking place before you go. If in doubt, ring Brian Baker on 01749 342671

Chairman's Monthly Report

by Brian Baker (*printed as received*)

The meeting at the Court Hotel on Monday 28th May had one of the early members of the club, Stuart Ashman booked to give a slide show of the "1000 Engine rally" held years ago at Longleat. Unfortunately Stuart was let down by a friend who was going to copy the original film which was shot in 16mm onto a disc so it could be shown on a modern digital projector. However all was not lost as Stuart said he could do another talk on another subject. This other subject was about his job as a professional entertainer, I won't elaborate on the evenings entertainment as Herb is doing a write up for the newsletter, only to say that in my time as chairman this was the best evenings entertainment at any meeting yet, everyone had tears running down their cheeks from the laughter as Stuart entertained us. The club owes a big thank you to Stuart who would not take any payment for this brilliant show, and he will be back when he has the Longleat film

copied to disc. As you all know one of my pet hates is when we have to cancel any Wessex event. So you can imagine how disappointed I was when the rally committee decided to cancel our club rally at Semington. After weeks of constant rain and a dreadful forecast for the Friday and Saturday of the rally weekend, it was decided to "pull the plug". The farmer always cuts a crop of grass from the field before the event but this year due to the weather it had not been possible to get machinery onto the field which was really waterlogged, so to minimise any further loss of revenue we cancelled. Our thanks go to all those members who worked extremely hard to set the event

up especially the section stewards, hopefully it will have a better fate next year.

A REMINDER THAT THE EVENT REPLACING HAINES THIS YEAR IS A CRANK UP AT BLAGDON PUMPING STATION ON SUNDAY 29th JULY 1pm to 5pm. LETS HAVE THE USUAL GOOD TURNOUT OF ENGINES.

Stuart Ashman on the Longleat Rally

Club Meeting, May 28th

By Herb Gane

The May meeting was attended by 35 –40 members and was opened by our chairman, Mr. Brian Baker. The meeting was addressed by guest speaker Stuart Ashman and was intended to be a film show on the 1000 engine Longleat Rally (? date). However due to technical problems with the cine film this was not possible.

Stuart was a founder member and one time club treasurer and a keen engine man. He attended lots of rallies with his young family and also his father Bill Ashman. Bill was a professional photographer and it was he who took the footage which was to be shown. Stuart then went on to relate how, on a visit to America around 1980, he met up with various jugglers and buskers. This became his new passion – so much so that stationary engines became a secondary interest (shock, horror!). He learned juggling, knife throwing and plate spinning ably assisted by his ventriloquist friend "Tosser".

Stuart's career went on to blossom and his first break in television was when he appeared on "The Weekend Starts Here" in 1984. He subsequently took up acting, taking a small part in "Casualty" and playing a butler in "Dr. Who". Stuart kept us laughing about various encounters with the likes of Billy Connolly, Jethro and Paul Daniels and Debbie Magee. In the first Gulf War of 1990, Stuart entertained the troops alongside Jim Davidson and rumour has it that they were paid in gold!

The raffle followed and the usual bounteous prizes were distributed. After the break Stuart entertained us by juggling with balls and also knives. Rob Armstrong must have felt he needed to count his ears afterwards & Brian Munt was nearly christened with a jug of water on his head. Tosser the rabbit was also brought out of retirement to support the act.

A thoroughly enjoyable evening was had by all – especially our esteemed editor Kim Siddorn who was very interested in the knife juggling. Let's hope he doesn't take it up in his re-enactments using Viking axes!

A vote of thanks was given by Brian Baker and we all went home after a very good evenings entertainment.

Collett Park club rally, Sat 9th June.

By Tony Davis

After so much bad weather before the Saturday's event, we were expecting bad weather for the Shepton Fun Day and our small lakeside rally. In the years we have been going to this annual show, we have always had good weather so we were hoping for one more good day in spite of the terrible forecast. As it turned out, the weather settled down to a bright and sunny day.

With lots of stalls on site selling just about anything you could want to purchase all needs were catered for. By the middle of the afternoon the field was a mass of people.

Now to the Rally bit, organised by my good friend Ted Durban. As with other years the ropes were strung up and ready. All we had to do was to choose our spot under the trees. The site was well drained and dry with the grass cut back.