

# CRANKING

*The Wessex Stationary Engine Club's Monthly Newsletter*

June 2015  
37 years of publication!

**MUST SEE**

[www.wessexsec.org](http://www.wessexsec.org)

**NEW!!!** With forms,  
photos, info, latest  
stuff. Archive.

## Run out of Space Overflow!

I recently had a problem with my camper fridge and managed to sort it myself after ringing around to find a Fridge Mechanic (I rang several who all had two or three weeks work in hand) But one rang me back to see if I was still in trouble some weeks later which was very kind of him. I asked him if we could give him a plug in our news letter as he is locally based in Radstock. He also fits Tow Bars for Camper Dealerships and some at Customers Homes and is fully mobile, His Name is Ray Swain and his Mobile number is 07917 821947. **Robin.**

**Horse Hair Combing Machine**, made by Gauntlets of Yerbury Street, Trowbridge, Wilts. A very rare bit of kit this is the only one I know that is as made, others have been repaired or altered.

**Petter 5hp M type.** Built 1915 this is a very early model and is the only one known that has the words War Finnish on base tank. It needs work, but when restored would make a very rare exhibit. The magneto has been checked serviced and is in good order. I am open to offers for this very rare old engine. **Phone Eric Gay 01225 754374**

**Model hot air engine**, well made, on a wooden base 23" wide, 19" deep, 23" high excluding removable chimney, twin flywheel, butane / propane burner, cooling water tank. ready to run,, can be seen working, £350.

**Leek gas engine**, No. 2, 1/2 hp, British Engineering and Electrical Company, circa 1910, twin fly wheels, hot tube ignition burner and chimney still fitted but with spark plug, 12 volt coil and points hidden in base, gas mixer valve, runs on propane, new piston, conrod, big end and little end bearings, main bearings, valves, timing gear have all been remade by myself but all the original parts have been retained and mounted on a display board. Engine, cooling tank and exhaust pot all mounted on a oak plinth, pull cord start, just connect 12 battery, gas cylinder, and regulator.

Other modern additions are a cooling water tank ( ex fire extinguisher) and a cast iron exhaust pot. A nice car boot pensioners engine. £850 ONO. **Email Jeremy Adams [jeremy.adams150@btinternet.com](mailto:jeremy.adams150@btinternet.com)**

## Obituary

**By Robin Lambert**

It is with sadness we learn of the death of Carol Skuse. Many Club Members have known that Carol had been poorly for a long time, bravely fighting the illness which led to her passing away on Sunday 21st of June.

To be in her company was always a pleasure - she was a fun lady who loved a bit of banter and leg pull and always had a smile.

She will be missed by all who knew her and our Condolences go out to husband Ian and their three children.

## Moving the Metal

### For sale

**Clarke Water Pump** (electric) Model HSEC 400A. £100

**F.W.Bracket Water Pump** No. 11530 £20

**Girdlestone** submersible Pump, Type C25, No. Z2804/1 £25

**Honda Generator** (5 hp) 2.5 with 23 Oac/ 11 Odc outlet £100

**Lister D** No. 106857. On trolley £80

**Petter A**, 11 No. 513129 5bhp 200Orpm. On trolley 130

**R.M.A.** Roller Corn Mill —£75

**Go-Kart** (Dale Cadet) fitted with Aspera engine £100

**Trailer**, 7'x 5', Brakes, lights, winch, ramps, spare wheel £200

Grandchildren have 'grown out' of the interest

Thanking you in anticipation. **phone Gerry Brice 01761 241713**

**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.

**Lots of stuff to go!** Needs a visit to see what there is.

**Phone Bill Coombs, Gurney Slade. 01749 841220**

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

**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.**

**S**

## 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](http://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](mailto:kim.siddorn@blueyonder.co.uk).**



which set off down the route dropping off the torchbearers one by one. I waited in the road until the previous runner appeared and lit my torch from his. At the end of my 300 metre leg I lit the next torch from mine then got back on another bus that eventually collected everyone back up and returned us to Dunster. In front of you as you went along was a camera van that provided a live video stream to the

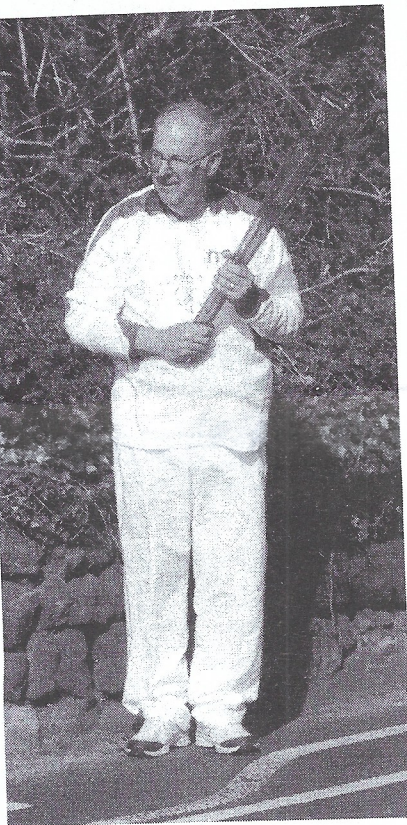
website, then a whole entourage of vehicles. The police operated a running roadblock as the parade went through. I finally got home about 7pm, tired and happy and somewhat dazed by the experience, still clutching the torch which I was able to keep.

I was proposed as a torch bearer by the charity Parkinson's UK, as I do charity work for them visiting care homes and telling staff about the disease and how they can best care for those who have

it. I didn't think I had much chance but in December was notified that I was one of 8000 chosen. Further communications followed and finally came the uniform and place allocation. I keep replaying the DVD a friend made of the Washford section, to remind myself it really happened. My wife said "it's a bit like getting married, so much is happening on the day that you can't take it all in". It's only when you relive the day later and look at all the photos, can you begin to recall the detail.

Since the great day happened, I have been requested by lots of local organisations to appear with the torch and in the full uniform to tell of my experience, being all white it gets a bit grubby and has been washed several times. I have been to lots of primary schools, two church services, various village coffee mornings, and with more booked still to come. Being a Parkinson's Volunteer Educator, the torch has travelled with me to all the training venues and usually creates great interest, and brings out all the mobile phone cameras.

Post Script, It's now June 2015 and I still have to finish the wall cabinet to house the torch, started two years ago. I still get occasionally asked to bring the torch out of retirement to show it. When ever I drive through Washford I still can't believe it ever happened.



## Out And About in Spring With Robin and Jackie

By Robin Lambert

The past five or six weeks have been very kind to Club Exhibitors weather wise as they have been moving around their favourite events. Always dry, sometimes a bit chilly and no reason for the tow ropes to be put into use.

May 16/17<sup>th</sup> saw a lot of our Club Members at **Shillingstone**, a very popular event set in a great location amidst rolling Dorset Hills. All the usual exhibits here with four long lines of stalls to brows over. Our engine lines are always nicely set out and we are well looked after by the Stewards. The 16th was to be a special day for Jackie as she clocked up her big 70 and no better way to celebrate than in beautiful countryside amongst your friends.

May 23/25<sup>th</sup> saw us at The **Selwood** three day Rally which nearly never took place as last February the Club was going to wind up for lack of a new Chairman and fortunately a club member came forward and filled the position and the club rally took place once more, allowing us all to have another enjoyable three days at this Event.

I should mention that for more years than I can remember Steve Francis has been Chairman of this club and along with his wife Pearl has done a brilliant job of running this event and if anyone deserves a rest, they do.

May 30th & 31st saw us at **Castle Combe** along with a lot of Wessex members. I haven't been here for two or three years and not a lot had changed but a nice event to exhibit at. Thousands of visitors came through the turnstiles on Saturday, but not so many on Sunday. Perhaps the duff weather forecast of rain put visitors off. Our Chairman Eric had a bit of bad luck with his Dusty Miller Exhibit when parts of his small Bamford mill broke up and brought his nice exhibit to a standstill.

One thing here that in my view spoiled this great old airfield location was half the arable acreage inside the perimeter road has now been filled with solar Panels and the other half filled with cereal swaying in the breeze. No contest in my eyes as to which was the most attractive to look at.

Sunday June 7th were at **Tatworth**, situated on the Devon Dorset boarder, always a nice event held on the villages playing field. The usual tractor run took place on Saturday evening with around 50 tractors returning some three hours later.

The main event day, some really nice exhibits in the engine line two in particular were brought along by Ed And John Thorn and a giant of an Engine exhibited by Andy Vincent. Not for the faint hearted this one and I think it came on a three axle Trailer!!

The Organisers here are most helpful in letting stay over till Monday morning when we move on in the direction of Weymouth area in anticipation of the following weekend at **West Bay**.



## Featured Engineer Number 12

*Pointless Exercise? - by J. Kim Siddorn*

In the early 1960's I was fortunate enough to spend a few years working at East Works, Patchway at the very finest cutting edge of Britain's Great White Hope, the gas turbine engines destined for Concorde and the TSR2. Now, anyone who has worked in a factory of any kind will tell you that for all the miles of production of output that was wheeled triumphantly out through the main gates, there was a sub-strata several feet - if not yards - deep that bore a fruitful vein of that much sought after materiel called The Foreigner and The Homer.

During the war, I understand that a huge brass nut was used somewhere on the undercarriage on Blenheims. Silver soldering on a brass plate top and bottom, the surreptitious manufacture of little wheels, springs and tiny bits of the turner's and tin-basher's art and bingo!, one table lighter.

In the early sixties, there was a chap I came across on my travels around East works who made wheelbarrows. He'd been in production for so long, that he'd managed to arrange the manufacture in-house (as they say these days) of every single component. PVC hand grips and sealed-cell foam filled tyres went in to the construction of this high quality product, hand-crafted in 20 SWG stainless sheet. Even a special press tool had been made with which to manufacture the neat double pressing required to form the wheels.

Whilst on day shift, he'd see to the production and procurement of the various components, all carefully arranged so as to look generally similar to all the other numerous bits of aero engine that lay about in profusion.

On nights, with their well-known lack of supervision, he would assemble them. This left him with the very real problem of how to get them out. This too, he had long before solved with an inspired bit of lateral thinking.

In those days you could buy things from the Company at cost price, a real saving considering the massive discounts that the firm got throughout Bristol. When a barrow was ready, he'd go up to the front office and buy two hundredweight of sand. Clutching his receipt, he'd go to the yard, collect his sand and get his chit countersigned. This he presented to the guard on the gate and wheel his sand across the road to the car park. There, he would tip the sand on the tarmac, load the wheelbarrow into his van, shovel the sand into it (shame to waste it) and walk back in through a different gate.

Simple, really.

I came across another fellow whose job it was to replace the platinum facing on the points used in the Centaurus and Hercules magnetos. He'd done this job for many, many years and for a long time he'd quietly abstracted a certain quantity of worn facings from the scrap which he secreted in the false bottom of his baccy tin. A smear of grease held them in place so that they didn't rattle about and no-one

suspected a thing for years. I recall he told me that it used to pay for his holidays every year, so it must have been worthwhile.

Anyway, things started to tighten up as they do from time to time and he got wind of the fact that "they" were on to him. After he got invited into the back room of the gate guard's hut for a friendly chat and cursory search, he got nervous and stored his 'quota' away at work, secreting them in the hollow metal leg of his stool. This went on for some time, but he was due to retire and needed to remove his ill-gotten gains with as little risk as possible. For ages he racked his brains until the solution came to him.

Finishing work on the Wednesday before he retired, he hung about until the Gaderene rush had died away and he could have a quiet word with the guard on the gate. To him he intimated that he'd be bringing 'the stuff' out tomorrow night and there would be a substantial something in it for the Turning Of The Blind Eye.

Strolling out through the gate the next night, the world fell on him. With hands on his elbows, he was taken to a bare little room where various important people awaited him. He could tell it was a serious occasion because his union rep. was present. There, he was required to empty his pockets and every other container he had with him. His baccy tin was seized upon and examined with a spectroscope, a telescope and a horoscope - but to no avail as it was but an ordinary tin with no false bottom. In those far-off days, I don't think he was required to submit to a strip search and I'm sure his union rep. would have objected anyway.

Working in an engineering environment, you're never without a nut or bolt rattling about in your pocket. You see them lying in odd corners and pick them up rather than have them go to waste. Do you know, he didn't have a thing on him? Not a nut, not a washer - nothing. And no tiny little disks of expensive metal, either.

Well, Friday comes, he gets his pressy from his mates, God comes round to say goodbye and to say how much they'll miss him. Just after lunch, the foreman and the charge hand appear and say that he may as well go on home now. They'll tidy up for him and see him at the party tonight. Chatting in cheery fashion, they walk him to the gate and see him off the premises, no doubt returning to his bench armed with several fine-toothed combs. He pops into the guard's hut and I can record the following for posterity.

"I'm off then. Cheers."

"Ah, right, cheers Fred. That was a dirty trick, winding me up like that, I got a right bo\*\*ocking."

"Serves you right, you should 'ave kept your mouth shut."

"Couldn't, could I, it's me job, innit?" He leers. "Anyway, you didn't get 'em out, so I win. Hah!"

"Don't be daft, of course I got 'em out. They were in me lunchbox when I spoke to you on Wednesday."



## Calendar of Events

key. CN = Club Night. E = Event

July 18/19<sup>th</sup>. 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](http://www.westoxensteam.co.uk). Venue, Ducklington Nr Witney

July 27<sup>th</sup> CN. **Crank Up** - The Court Hotel With Bread & Cheeses Supper

Aug 24<sup>th</sup> CN. **HMS Aphrodite, EOKA and Enosis** - 2 years in Cyprus 1958-59 - David Griffiths

Sept 28<sup>th</sup> CN. **Hawker Hunter Fighters** - Grp Cpt John Heron

Oct 10<sup>th</sup>. **Vintage, Bygone & Antique Sale** - East Somerset

Steam Railway, Cranmore, BA4 4QP

Oct 26<sup>th</sup> CN. **My Life In The Fire Service** - John Bullock

Nov 7<sup>th</sup>. E. (Sat) **Autumn Sale**. Oakley Airfield. HP18 9JX. info: Mrs. Anne Harris 01367 810415

Nov 30<sup>th</sup> 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 27<sup>th</sup> **No Christmas Crank Up**

All the above dates are subject to alteration and changes will be announced in the newsletter.

## Engines Required!

And all sorts of other stuff! Don't forget that WSEC is holding its half annual Vintage bring and buy sale at Cranmore Station Yard from 8.00am on on October 10<sup>th</sup>. Sell that millstone of an engine you've been trying to offload! Buy the grumbling scrogget lever that you've been looking for for years! Transfer old iron from one shed to another! These are proper pursuits for people of our mind with real rust in their blood! **DON'T MISS IT!**

## Chairman's Report

Well, here I am once more writing up my report on the club's activities over the last month it does not seem five minutes ago that I was doing last month's report, I just don't know where the time goes.

When I gave up work and retired I thought I would have lots of time to do things I Wanted To Do For Myself, it has not worked out that way, I just seem to get more busy by the day. *It's the same for all of us Eric. The Good Lord alone knows how I ever found time to actually work! - Ed.*

It was very good news a few days when speaking to Brian Baker's wife to be told that he is getting better and you'll want to know that Brian is making a speedy recovery and we all look forward to having him back with us at club evenings and events.

On the weekend of May 16<sup>th</sup> & 17<sup>th</sup> I and a good number of Club Members ended up in Dorset at The Three Oakfords Vintage Rally. This is an event we would not miss and I must congratulate the organisers of this show for yet again putting on one of the best

events in the South West. I am already looking forward to the event in 2016.

As I said in my last report the evening with Pete the Rat was a great success with a good turn out of club members. I only wish I could say the same for our meeting at The Court on the 18<sup>th</sup> of May, we had a fantastic evening with Dr. Andrew Steel, telling us all about the use of light aircraft as emergency machines both in the UK but also in far flung corners of the globe. These aircraft are used day in day out to bring aid to people all over the world and they are making more flights than any air line anywhere. The aircraft usually being the only means to get aid to cut off communities of people in - for instance - South America. With 2500 miles of rain forest in every direction, no roads and no way through the forest, the NAF is the only lifeline they have. It is not only South America it is Africa, Australia, Bangladesh even Mongolia. As I said, this was a very informative talk and film telling us of the work that this organisation does, It was just a great pity that it was such a poor turn out of club members I know that the club evening was a week early because of the bank holiday but only 14 people took the trouble to come along and those that did not missed a very good evenings entertainment.

Now by the time you all read this report our main event of the year will once again be done and dusted, The Wessex Midsummer Vintage Show at Semington and our new event at Piltown Farm.

It was good to see that a certain overhead cam Norton is nearing completion and if comes to Semington I am sure that Kim will let me test it for him to make sure that it goes as it should, I do not want him to be disappointed with its performance, so I feel that it only right that I should test it first, I am sure that Kim will agree and I will let you know how it goes. *It's nice to see that Eric still dreams impossible dreams! ;o)) In fact, I do have my Norton back now but as it is an ex racer, needs registering at DVLA for an age-related number. I have just jumped through the hoops of this complex procedure and will happily advise anyone who is in a similar position - Ed.*

## Bearing The Olympic Torch

By Club Member Jeremy Adams

On Monday 21<sup>st</sup> May 2012, I had the honour to take part in the Olympic Torch Relay as the flame was transported throughout the country. My relay leg was in the village of Washford in West Somerset. There were hundreds of people lining the road, including my friends and family all cheering me on, it was an amazing experience. There were quite elaborate arrangements made to ensure everything ran smoothly. I had to report to Dunster Castle by 3:15pm to be booked in and receive a number ( 96), we then had to return at 4:30pm to board a coach