



CRANKING

March
2014

Thirty seventh year
of publication
Club website now at
www.wessexsec.org

The Wessex Stationary Engine Club's Monthly Newsletter

From The Sump

As raised at the AGM, the club is in a decent financial state but the world – and us – are changing. For many years, income from raffles, Sort Outs and similar activities was sufficient to more than pay for the newsletter's printing and circulation. But, as numbers attending club events dwindle, so that income is slowly but surely eroded. At the same time, postal charges inexorably rise. Sadly, not one of us is getting any younger and the membership is lower now than it has been – still over 200 mind, but nonetheless, income from membership subs is lower now than it has been. Year by year, the committee has avoided raising subs by any substantial amount, but we are uncomfortably aware that the Midsummer Gathering is now more or less responsible for keeping our financial heads above water. This is a risk we feel we should not continue take in our financial climate and I was asked to look into how savings might be made.

At nearly two thousand quid, the single greatest expense for our club is our newsletter. As a method of drawing together the various disparate views of our scattered membership, it certainly serves its purpose. I hope I am selfless enough to say that I am certain that everyone would be much the worse off if it were to cease publication or be reduced in stature. On Tuesday, I suggested to the committee that the newsletter be increased to two sheets of A3 folded and stapled A4, but only be published six times a year.

I have looked into the costs thoroughly and here are the figures.

Currently, we publish 12 times a year and the print run is 220 copies. Frome Printing Company have printed it for years for us and offer a first class service which I would be loath to change. Concentrate, figures coming up!

One A3 sheet, folded A4 x 220 to make the current newsletter costs £43.00 to print.

TWO A3 sheets, folded A4 x 220, printed, collated and stapled will be £65.00 (which in my view represents an absolute bargain!)

A second class stamp will cost .53p from 31st March. This will be sufficient for a two sheet newsletter, folded A4, eight pages.

Printing costs - £43 x 12 is £516. £65 x 6 is £390.

The new cost of postage will be £116.60 for 220 DL envelopes.

Published monthly the postal cost will be £1,399.20

Published bi monthly the postal cost will be £699.60

1,000 DL envelopes are about £12.00.

So, if published as currently - £516 + £1,399.20 + £3.00 = £1,918.20 annually.

If published bi monthly - £390 + £699.60 + £3.00 = £1,092.60 annually.

(Concluded on page four)

Moving the Metal

For sale

Bailey Classic 2 bearth caravan. 1973. Gas cooker, full 12v lighting, New Tyres. Mint condition, used over three years, stored undercover ever since £1,250 Contact Fred Biggs 01761 413020.

Kerrison Predictor Generator. Scott PAB engine, some instruments missing but mostly complete. Rarely advertised! £350. located in Salisbury. Keith Winch k.winch@virgin.net

Lister D Engine no.522DH5 HP 1.5 RPM700 to include Two water pumps one Stuart Turner and the other is a Leo £150 the lot. [Keith Nash .07976 162347](mailto:Keith.Nash.07976.162347)

Horse hair Combing Machine. Built by Gauntlets of Trowbridge. Only unaltered and complete one known. £490 ono. MUCH REDICED PRICE! phone Eric Gay 01225 754374

Lauson engine on steel frame. This interesting lightweight Canadian engine dates from WW2 and is driving its own petrol pump (underslung tank) and a small air compressor. Light, easily fits in the boot. Painted and ready to rally! £165.

Power Hacksaw. Five feet long and tall, Free standing and an impressive lump begging to be driven by your engine! £175 (reduced) or swap either for something small and interesting.

Watermota K2. Mid thirties twin cylinder marine engine. Complete with square bodied ML magneto. manifolds and original frame. Standing many years and is seized but is just stirring! £175. (reduced for last time otherwise it can go back in its corner!) Tel; Kim on 0117 964 6818

Wanted

Screw cap filler petrol tank for Lister D. Other cap fittings considered! ;-))

Box Trailer approx 6ft x 4ft to carry upwards of half a tonne, with ramps if possible. Or information leading to the purchase of same Please help your new chairman Eric on 01225 754374

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). Robin Says – "I have known John for over 30 years and he is a good engineer. He has sold all his engines and thought he would have a go at Tanks & guards and is doing quite well, "

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 2 - Rudolf Diesel

From Internet Research



Rudolf Diesel was born in Paris in 1858. His parents were Bavarian immigrants. Rudolf Diesel was educated at Munich Polytechnic. After graduation he was employed as a refrigerator engineer. However, his true love lay in engine design. Rudolf Diesel designed many heat engines, including a solar-powered air engine.

Though best known for his invention of the pressure-ignited heat engine that bears his name, Rudolf Diesel was also a well-respected thermal engineer and a social theorist. Rudolf Diesel's inventions have three points in common: They relate to heat transference by natural physical processes or laws; they involve markedly creative mechanical design; and they were initially motivated by the inventor's concept of sociological needs. Rudolf Diesel originally conceived the diesel engine to enable independent craftsmen and artisans to battle with large industry.

At Augsburg, on August 10, 1893, Rudolf Diesel's prime model, a single 10-foot iron cylinder with a flywheel at its base, ran on its own power for the first time. Rudolf Diesel spent two more years making improvements and in 1896 demonstrated another model with the theoretical efficiency of 75 percent, in contrast to the ten percent efficiency of the steam engine. By 1898, Rudolf Diesel was a millionaire. His engines were used to power pipelines, electric and water plants, automobiles and trucks, and marine craft, and soon after were used in mines, oil fields, factories, and transoceanic shipping.

Diesel understood thermodynamics and the theoretical and practical constraints on fuel efficiency. He knew that as much as 90% of the energy available in the fuel is wasted in a steam engine. His work in engine design was driven by the goal of much higher efficiency ratios. After experimenting with a Carnot Cycle engine, he developed his own approach. Eventually, he obtained a patent for his design for a compression-ignition engine. In his engine, fuel was injected at the end of compression and the fuel was ignited by the high temperature resulting from compression. From 1893 to 1897, Heinrich von Buz, director of MAN AG in Augsburg, gave Rudolf Diesel the opportunity to test and develop his ideas.^[2] Rudolf Diesel obtained patents for his design in Germany and other countries. In 1898, Rudolf Diesel was granted patent #608,845 for an "internal combustion engine" the Diesel engine. The diesel engines of today are refined and improved versions of Rudolf Diesel's original concept. They are often used in submarines, ships, locomotives, and large trucks and in electric generating plants.

In the evening of September 29, 1913, Diesel boarded the post office steamer *Dresden* in Antwerp on his way to a meeting of the Consolidated Diesel Manufacturing company in London. He took dinner on board the ship and then retired to his cabin at about 10 p.m., leaving word to be called the next morning at 6:15 a.m. His cabin was found empty during a roll call, and he was never seen alive again. A search of his cabin revealed that Diesel's bed had not been slept in, although his nightshirt was neatly laid out and his watch had been left where he could see it from the bed. His hat and overcoat were discovered neatly folded beneath the afterdeck railing. Ten days later, the crew of the Dutch boat *Coertsen* came upon the corpse of a man floating in the North Sea off Norway. The body was in

such an advanced state of decomposition that it was unrecognizable, and they did not bring it aboard. Instead, the crew retrieved personal items (pill case, wallet, I.D. card, pocket knife, eyeglass case) from the clothing of the dead man, and returned the body to the sea. On October 13, these items were identified by Rudolf's son as belonging to his father.

There are various theories to explain Diesel's death. His biographers, such as Grosser in 1978, present a case for suicide, and clearly consider it most likely. Various people's business or military interests may have provided motives for homicide, however evidence is limited for all explanations.

Shortly after Diesel's disappearance, his wife Martha opened a bag that her husband had given to her just before his ill-fated voyage, with directions that it should not be opened until the following week. She discovered 200,000 German marks in cash and a number of financial statements indicating that their bank accounts were virtually empty.

Calendar of Events

Key. CN = Club Night. E = Event

April 6th (Sun). **Crank Up** At Nunney Catch.
 April 12th. (Sat) E. **"Enstone" Spring Sale.** ***NEW VENUE***
 Oakley Airfield. HP18 9JX. The new venue is 22 miles east of Enstone Airfield. Check the distance for you before you set off!
 info: Mrs. Anne Harris 01367 810415
 April 21st. E. **Easter Monday at Mells.** Contact Robin Lambert 01373 463526 if you want to attend as space is always limited
 April 28th. CN. **Photo Night.** Bring Along 10 Photos.
 May 19th CN. **Alternative Hobbies Night.** Bring Along Your fascinating stuff! *Early Because Of Bank Holiday.*
 May 24-26th E. **Selwood Rally.** Southwick Nr Trowbridge.
 June 21/22nd E. **Wessex Midsummer Vintage Gathering,** Semington
 June 21/22nd. E. **29th 1000 Engine Rally,** Astle Park.
 June 30th. CN. To Be Announced
 July 19/20th E. **West Oxen Steam & Vintage Show.** Ducklington, Whitney, OX29 7TY (off junction of A40/A415) Info: Gary Leach 01993 700716
 July 19/20th. E. **Much Marcle Steam Rally.** Rye Meadows near Ledbury. HR8 2LX Phone, Richard & Gareth Hall, 01452 840862
 July 28th. CN. **Crank Up** At The Court Hotel
 Aug 18th. CN. **Engines At Wessex Events** Slide Show. *Early Because Of Bank Holiday.*
 Sept 29th CN. Quiz. Anne Kempson As Quizmaster.
 Oct 11th Sat. **Wessex Autumn Sortout** At Cranmore Station.
 Oct 27th. CN. **Engines at the 1000 Engine Rally** by Kim Siddorn
 Nov 8th. E. (Sat) **"Enstone" Autumn Sale.** ***NEW VENUE***
 Oakley Airfield. HP18 9JX. The new venue is 22 miles east of Enstone Airfield. Check the distance for you before you set off!
 info: Mrs. Anne Harris 01367 810415
 Nov 24th. CN. **Decoys On Mendip, World War 11.** Talk by Mike Chipperfield
 Dec **No Club Night.**
 Dec 7th Sun. **Anti-Freeze Crank-Up** at Nunney Catch
 Dec 27th Sun. **Mince Pie Crank-Up** at The Court Hotel.
This events calendar is prepared by the editor based upon the Wessex SEC calendar produced by Brian Baker.

Mells Emphasised!

Robin asks me to stress that **Mells has been cancelled** as he is still getting entry forms returned, has contacted almost 70 would be Exhibitors but there must still be a few forms out there

Engines Needed

Robin exhibited at the Lambourn Spring Country Show last year along with a lot of other Wessex Members and contacted the Club's Secretary to ask if this year's entry forms are out yet. He was told that if you want a form you will have to apply to the Secretary Mrs J Mitchell at Spindlewood, Woodlands St Mary, Hungerford, Berks, RG1 77SL. They will not be sending out forms this year to save money. So you must write to her requesting a entry form and include a SAE. Upon completion, send your form back again with an SAE for your wristband and pass. A lot of tooing and froing but there t'is. Let's hope the wristbands are paper this year as last year a different event sent rubber wristbands and all Exhibitors had to go to the Post Office **sorting office and pay extra** to get them as the envelopes had been underpaid.

Engines Wanted

Hollycombe Working Steam Museum. Engines, engines with driven machinery and other exhibits. 24th-26th May. Contact Paul Rogers 10, Gwynne Road, Poole, Dorset. BH12 2AS. Remember to enclose an SAE, won't you?.

Chairman's Annual Report, 2013

By Brian Baker

This is my 20th annual report since becoming Chairman, and it is my last. I am pleased to say the club is financially sound and our bank balance is as high as it ever has been, during the life of the club. This year had highs and lows with events affected by the weather that seems to be the yearly pattern now. A lot of the meetings at the Court Hotel were very poorly attended, I am not sure why this is, it may be due to the fact that we have more "in house" entertainment now instead of guest speakers, but guest speakers now command fees of £60 or more, plus travelling expenses. The club can't afford these sort of charges.

The Sortouts at Cranmore as still as popular as ever, but in October it was cut short by rain and everyone left early.

The crank-ups at Nunney were well supported with December's the best yet, with a very high selection of engines displayed, a number of which had not been seen at our events before. The annual crank-up at Mells, which is organised by Robin Lambert, had the usual high entry of engines.

The club rally at Semington was very successful and attracted a large entry in all classes and seems to grow each year. The club made a profit from the rally this year, and it would have been a lot more if it had not rained on both days. The success of the rally is down to Eric Gay and his dedicated team, long may it continue.

One disappointment this year was the skittle evening at Frome, the numbers of members who attended was low compared with previous years, so it is no longer on the club's programme.

I would like to thank the committee for the hard work they have put into running the club for the past year; it has been a pleasure working with them. I would like to thank those who are staying on the committee and I hope they will give the new Chairman the support they have given me. I would also like to thank the members who are not on the committee but do jobs necessary for the club to function. Carol Phillips and Diana Davis for the raffles, Mary Butler for her work the newsletter, Robin and Jackie for the printing, and a special thanks to our editor Kim who edits our newsletter each month.

That just about sums up my report for the past year, but I cannot end this report without commenting on the future of the

club. You will see from the newsletter we still need committee members. Without people coming forward the club has no future.

Although this is the last chairman's report I have to write for the club, I shall still be reporting on events and meetings I attend so you have not heard the last of me yet.

Chairman's Report (printed as received)

*Brian Baker objected to my editing of his report and as Chairman, I felt it was reasonable that his **Office** should have the right to this distinction. Eric Gay has asked me for a similar dispensation and I shall of course oblige him. Here is his first report.*

The 36th Annual general meeting of the WSEC took place at the Court Hotel Chilcompton on Feb 24th 2014.

With over thirty members in attendance the meeting was open by myself as president, I was then asked by Robin if I would allow him to make an announcement to the members present. It was some bad news as Robin reported the Nells Daffodil Day has been cancelled for 2014, we all hope 2015 event may take place in future.

The AGM then continued with apologies from Kim Siddorn, (still awaiting that new hip) from Neill Richards (taken unwell on the very day) and from long time members Rob Armstrong and his good lady.

With Apologies over, we moved on to the reading of the minutes of the last annual general meeting and with no matters arising from the minutes next on the agenda was the chairman's report. This being his last, as Brian has called it a day after something like twenty years keeping us all in control and guiding the committee in the day to day running of the W S E C, I know that you will all wish him ever happiness in his retirement.

Brian reported that the Club was still on a firm footing financially but this was only due to the income raised by the Wessex Midsummer Vintage Gathering, and that the new committee and chairman would have to keep a very strict rein on our outgoings in the future as what would happen if we once again were wash out at Semington. Brian finished his report by thanking the committee for there support and hard work over the years that he has been in the driving seat.

It was time then for the Treasures report this showed that the club was still financially sound but it would be a tough task to keep the club in such a sound state in the future, it was reported that our main outgoing concern was the price of postage, printing ect.2 this will have to be addressed in the very near future. Again this was to be the last report from Keith as he has decided to give up the Treasure's job, so we had to look not only for a new Chairman, Vice Chairman but also a Treasure. with the end of Keith report, it passed to Brian to make the clubs presentations for the past year, to Sue our host went a basket of flowers, and cheques were presented to Mary Butler; Jackie Lambert, for all work involved in the printing of the news letter ect. and to Jackie Coles our Secretary, to Diann Davis for arranging our end of year get together at Frome along with the fish and chip supper, last but not least a gift to our Carol for all the years extracting money from the poor to aid the club funds in the form of selling raffle tickets at nearly every club evening at the Court Hotel, Thank you very much and we all hope to see you

both at our evening meetings. Diann is now taking over the ticket selling duties at club nights and any other events that I can bagger her into.

Presentation of Officers, well its funny that no one wanted the job of chairman, someone had to do it, and that someone had to be me as

I could not get any further nomination from the floor so flocks you got me and I will do my best for the club and all its members.

With myself becoming chairman it was Mr. Neill Richards that took the post of vice chairman (welcome to the role Neill) This left only one post to fill and this was the post of treasure well another member of the Wessex Midsummer Vintage Gathering Committee took over the post of Treasure, This being Karen Gumm, Karen is an accountant by profession so the clubs finances will again be in very good hands so to Karen welcome to the committee and I am sure that you will not find to to difficult to keep us on sound financial footing.

With all the new officers in place it was now time for me to hand over my badge of office as president to Brian, and make my closing address. and present Brian our retiring Chairman with a prating gift from the club this was a tankard engraved with the Wessex Wyvern, I hope you have many a well earned pint from your tankard Brian, I then to present Keith with a parting gift witch I very much hope you can put to good use so once again thank you both very much for your loyal service to the Wessex Stationary Engine Club Ltd.

This was followed by Any Other business, we had one question from Mr. Gordon Gully, this was concerning the cost of the news letter. This matter will be dealt with in depth by your new committee. The meeting was brought to a close at 9-30, We then held our evening raffle and this brought the evening to a close.

We need some willing hands to help us help erect a marquee on Thursday 19th June, before the event on the 21st & 22nd. If we cannot get help with putting it up, we will have no marquee for crafts & models. All I am asking is for some help for maybe 2 hours that's all so please ring me on 01225 754374.

Exhibits still needed for the Wessex Gathering'. Help us make this year special. We need engines, cars, commercials, tractors, working exhibits for our ever growing working area, displays, crafts, bygones or anything else that you may know of. Call me & I will do the rest, letter writing ect. please help us to help you, the club members. After All YOU are the ones for whom we arrange it.

Is there something you would like the committee to discuss? A new idea that will make things better for us all? Just contact me or any committee member and we'll look into getting it agendad. All above Eric Gay. Chairman 01225 754374.

Social news

Many congratulations from us all go to Oliver, who, as you probably know, is an apprentice chef. He was nominated by Strode College in Street to enter the apprentice of the year award. He had to go to the Holiday Inn in Taunton where these awards took place where they were treated to a three course

meal before the presentations. A total of over 2000 apprentices from six different collages took part so the odds were huge. OLIVER WON IT. His employers, and Strode College, who had never won it before, were over the moon. Well done Oliver.

To add to his triumph five days later he passed his driving test, all in all a good week's work.

Editorial – Conclusion from page one

This represents a worthwhile saving to the club of £825.60 whilst maintaining the same number of pages overall. This sum is approximately the profit the club made from the Gathering last year.

Discussion at the committee (Tuesday 12th March) indicated that, as we send out extra stuff at Christmas and New Year, it would make common sense to have a four page newsletter in both December and January, so there will be SEVEN editions in a year in future.

This was voted on and passed unanimously.

There will need to be a few economies in words, I fear. At the moment, if I receive two reports on the same event, they get edited for clumsy sentence structure, repetition, spelling, grammar and punctuation and in they both go. Frankly, I have done this in the past - under a little duress - to please the three main contributors as I like a quiet life. Thus, on at least four occasions in the average year, Cranking runs to six pages. In future, there being no meat left on the printing bone, if I get two reports about the same rally (say), it must be accepted that I will credit both contributors and combine their reports if I am short of space.

Finally, I am an editor, not a collator! I reserve the right-of-office to continue to edit as I set out above in order to maintain high standards of written English as she am writ. I shall, of course, always retain an accurate sense of the submission.

On another matter, as soon as we have an active Website manager, we can get urgent notices, cancellations, date changes etc on a news page on the website.

Thanks to -

It is a pretty thankless task being an editor. People rarely comment at all, so I have long since taken the view that if no one complains, I must be getting it right more often than not. This is not the only Newsletter I've ever edited - far from it - so I had no wide eyed expectation of thanks. The job is a privilege which I enjoy as it is my stuff you read month by month ;o))

That said, It was a real pleasure to me to listen to a very pleasant word of thanks from Rob Armstrong on my answer phone who told me that he had never properly understood desmodromic valve gear operation but my short article and illustration cleared things up for him. Praise from the praiseworthy - thanks Rob.

Also this month, a very nice letter from Richard Muller who had advertised on behalf of his brother's son looking for a Howard Bantam cultivator. From these pages, he was offered a complete and original running example and another with a Briggs and Stratton engine.

Makes it all worthwhile, so it does! Like a lovely summer's day out with your engine when its been cold and miserable lately.

DON'T FORGET. There will be NO April Newsletter. See you all in May ;o))