



# CRANKING

March 2015  
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## *The Wessex Stationary Engine Club's Monthly Newsletter*

### From The Sump

I'm pleased to tell you that Eric Gay told me this week that the Executive Committee has now resolved the difficulty caused by the ambiguity of the result of our recent postal vote on the maximum amount we should give to charity from nett-of-tax-income from the Wessex Midsummer Vintage Gathering. Briefly, the issue was that there was a tied percentage with 5% and 10% having equal numbers of votes. Alternatively, the AVERAGE of the total votes came to a tad over 16%. The EC decided that an amount of 15% would be an equitable compromise. The matter is now closed.

### Obituaries

By Robin Lambert

#### Bert Holloway

It is with sadness we hear of the death of long time Club Member Bert Holloway. Bert - who was in his late 80s - passed away in mid February. He loved the rural way of life and spent most of his working life in the farming industry. He and his late wife Bet travelled to many rallies and events from their home in Calshot with some of their favourite's being Netley Marsh and West Bay. They also exhibited at the early Longleat Rallies. Our Condolences go out to Bert's family.

#### Eileen Jennings

We hear with sadness of the death of Eileen Jennings who passed away peacefully at Sheldon Nursing Home in Falmouth on 10th March, aged 83. Mike and Eileen moved to Cornwall from Temple Cloud a few years ago to be near their daughter and will be fondly remembered by club members. Eileen often accompanied Mike at club events and coach trips.

We would get an update every year on how well she was doing from Mike at the Stithians show as he always sought out the Wessex contingent out to say hello and tell how their past year had gone.

Our Condolences to Mike and his family for their very sad loss.

### Moving the Metal For sale

**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)

**Wolesley WDL 1.5hp.** Completely original and unmolested, mounted on a hefty wooden skid. It needs complete cosmetic restoration but appears to be in good order. Turns over. With starting handle. Needs to be seen. £120.00 ONO. Phone Ken Tredgett 01373 464736 Or email [tredg@talktalk.net](mailto:tredg@talktalk.net)

**Lister A, 1925.** Single flywheel, on a lister trolley. Full working order. £350.00. Phone 01458 210929

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

**Ruston Hornsby 1.5hp. PB6,** Choice of two. One on a trolley, t'her not. Never had them running, barn find condition.

**International Harvester Co. LA engine,** needs TLC! No trolley, barn find condition.

**EMCO Lathe, 5".** With milling attachment. Loads of tools and kit, very good condition. All open to offers.

Phone Phil Coombs, Gurney Slade. 01749 841220

**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. £165 ONO 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. (*Bob Alexander, below*)

### WANTED

**Lister L type,** fixed head. I need the following parts;- Camshaft gear or complete camshaft, 2 gaskets for above, Magneto drive chain and chain cover. A water pump suitable for circulating water across the screen cooler.

Any of the above would be of great help to restore this very old engine. I'd consider buying a donor engine if necessary. If you can help, 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](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).

## Featured Engineer Number 9

*A retired Motor Engineer who wishes to remain anonymous*

"Who'd like to open a window for me?" The question asked by the personnel officer was greeted by stony silence from us half-dozen applicants for the job of apprentice motor mechanic.

"Now's my chance!", I thought as I volunteered to vault self-consciously up onto the window-sill to reach up and open the window some six feet up. Back down in my chair again the voice continued reading from my school report. "Says here you aren't very athletic!"

Unfortunately for me the only teacher who hadn't gone home early that last day of school had been the PE and games teacher. Having always hated organised games and consequently never having learned the rules, I found games lessons hell! Venturing to touch the ball brought instant ridicule for some unknown breach of rules. His comments in my report were, to say the least, not complimentary.

However, back in the interview room, my interviewer on reading further must have noticed my 'O' level in engineering. "You'll do", he said and thus began eight interesting years as a mechanic for one of the major Bristol car dealerships.

My coming to work in a garage was not really planned at all. When most other boys were out kicking footballs around, my friends and I were out walking the hedgerows and woods near my home with a variety of guns, some of which I had made myself, much to the worry and despair of my parents.

More recently, an interest in motorcycles had been added to my gunsmithing skills and as gunsmiths were somewhat rare in 1962, it was decided my future lay in the motor trade. It was not until I had signed my five-year apprenticeship papers that I found the garage only touched cars and not motorcycles! After having stayed on an extra year at school I felt at the age of nearly seventeen that I was too old to start in some other trade as it was common to leave school at fifteen in those days.

Eight o'clock on Monday soon came round and I cycled off on my first four-mile run to work in the rain. I was assigned to my new 'mate', Tony M, in what was known as the 'front shop'. The garage was made up of six workshops. One was 'Sales second-hand' where the used cars to be sold were overhauled and 'tarted up'. Then there was the rear shop where general servicing was carried out and the lubrication bay was located. Below that was the commercial shop where lorries were serviced, adjacent to the spray booths where cars including new Bristol cars straight from the factory were painted. The crash repair shop was also on this level on the ground floor which occasionally flooded with filthy water from the drains when the nearby river was high!

Finally was the front shop where I had been sent which handled general repairs. It had a shop-long inspection pit. It was on the posh side of the garage to the right of the reception area. It was quite

spacious, being about forty yards long as I remember and twenty yards wide with a very high ceiling housing a row of windows which once, no doubt, had let in light! But years of dust and exhaust fumes had veneered them with filth. Because of its situation and roominess the front shop was soon turned into a car showroom with us mechanics being hidden out of sight and hearing at the rear of the complex overlooking the gaswork. The long inspection pit was covered over when not in use by heavy wooden planks which used to bend alarmingly when run over by a car. On most days a car's wheel would open the gap between the boards and the car would partially vanish into the pit amid the cheers of the lads who then had to manhandle it out. The remainder of the floor space was of concrete, though rarely glimpsed through a thick layer of dirt, dust and oil.

It was the apprentices' job, when work was slack, to sweep the floor. This was done under the careful eye of old Dick P, the foreman. The old sweats called him Dick. I fell out with Dick within the month. It was the practice, if late for work, to have Mr. P write in the time on the clocking-in card. I, being late one morning, searched him out and asked, "Please will you sign my card, Dick?" His colour went right up to the top of his bald head and his pipe fell out of his mouth. "Dick?", he shouted. "How dare you call me Dick! I'm old enough to be your grandad." Afterwards I called him Mr. P as I wasn't brave enough to call him 'grandad'.

Another apprentices' job was to fetch the tea in large enamel mugs during the morning and afternoon tea-breaks, usually for three or four chaps. The journey to the canteen involved descending a slippery set of cast-iron stairs, a long walk across the lorry repair shop, up another flight of iron steps and in through the spring-loaded canteen door. Once inside the canteen the slow-moving queue was joined. Being the lowest form of life in the garage, many would push in front of me and the journey to the counter would get even slower. At last the end of the queue was reached and one by one the tin mugs would vanish under the huge tea-urn. The tea was served by a couple of ladies of around fifty-five with advanced varicose veins, the butt of countless jokes. The canteen manager was Bert W. The canteen also sold corned beef rolls prepared by his fair hands. His other jobs around the garage included boiler man and (wait for it) toilet cleaner. He was of course universally known as 'Dirty Bertie'.

Now it was time for the return journey. Out through the spring-loaded door, down the iron steps which were now even more slippery with spilled tea and out across the lorry shop by which time the mug handles had warmed up to near red heat. Then back up the other steps where the lads were waiting for my return. "Hey! What's this? Only half a cup?" so back down again I went to top up the mugs. By this time the tea would have cooled. If too cold it would be thrown over me. *Continued Next Month.....*

### Calendar of Events

key. CN = Club Night. E = Event

April 6th **Mells Daffodil Day** - Mells, Nr Frome, Somerset  
Application form from - Brian Verrall Tel: 01934 743460.  
April 18<sup>th</sup>. (Sat) E. **Spring Sale**. at Oakley Airfield. HP18 9JX.  
info: Mrs. Anne Harris 01367 810415  
April 19th E. **Engine Running Day** - White Horse Country Park,  
Coach Rd, Westbury, BA13 4LX  
April 27<sup>th</sup> CN. **My Life as a Rat Catcher** by Pete the Rat.  
Hilarious, not to be missed!  
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 21/22<sup>nd</sup>. E. 31st **1000 Engine Rally**, Astle Park. Cheshire  
June 29th CN. **My Life In Motor Sport** - Prof Andrew Graves.  
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 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 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 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!

On Sunday 12th April 2015 the NSCTEC (North Staffs and Cheshire traction engine club) are holding "Chuff, Chat and Bang" at our site at Klondyke mill, Draycott in the clay, Staffs DE6 5GZ. This is an event we used to hold in the early years of the club and as we are over 50 years old we thought it was time to reintroduce it.

It is a one day, informal event where owners of any sort of stationary engine are free to come along with their engine and have a day's play with like minded people at our site. There will be plenty to see and people to chat with There is no formal booking, just feel free to turn up as you wish. There is plenty of room and refreshments will be available throughout the day. Feel free to contact me if you need anymore information,

### 37<sup>th</sup> AGM Wessex Stationary Engine Club Ltd

23<sup>rd</sup> Feb 2015. *Chairman's Report by Eric Gay*

We said goodbye to I believe our longest serving chairman Brian Baker in February 2014 after 20 years loyal service to the W S E C.

I knew when I was elected that it was going to be no easy task to follow in Brian footsteps. My first duty was to find the Club a new Treasurer, as Keith Naish had retired from this post. Our new treasurer is now Karen Gumm, and my thanks must go to Karen for taking on this role, as it has not been easy, with a great deal frustration and hard work to get the Club's bank accounts transferred to the new signatories - myself & Karen.

The split of Lloyds and TSB caused us a good deal of difficulty in retrieving our funds from one account, orphaned in the change over. I'm delighted to tell you that this has now been resolved and that Karen has even negotiated us some compensation for our trouble.

The Wessex Midsummer Vintage Gathering ("Show" in future years) was once again a huge success. This is due to the great deal of work put in by the WMVG sub-committee, without these dedicated people your club would not be in the financial position it is. You may have ended up with no newsletter or a bimonthly letter, but we have financed this from the funds raised by the Gathering. It has been a very difficult end to my first year as chairman as I have lost two valued members of the Executive Committee, one being due to the controversy caused by the subject of who should control the payments made to any charity earned by the WMVG and the percentage of any profit made. I am pleased to tell you all that this has now been resolved. I should like to express my sincere thanks for the support given to me by the members of both Executive Committee and the WMVG committee - thank you all.

Our sales at Cranmore have proved to be a success once again, this has been helped by the decision to do a great deal more advertising of this event in local publications. All advertising was done by our club secretary Jackie and our event in October was the best sale the club has ever had. My thanks goes to Jackie for her hard work and I hope future sales are as well attended.

The evening meetings at the Court were a mixture of good to poor attendance. The calendar for 2015 has a lot of new items in it and it has not been a simple task to arrange this list for you so I hope you will give your support to this year's events. **The first one being at a new venue :- The White Horse Country Park on April the 19th. (Engines, Tractors, and 4 steam models along with steam trains.**

Another venue that is lost to us is the Nunney Catch crank up, due to poor attendance. Further, no one turned up for the crank up at the Court in August - we even had a steam car on site for you all to take a look at and have a guided tour of how it all worked. What a let down.

Sadly, our long-standing event the Mince Pie Crank Up was another disaster as far as exhibits were concerned only two members turned up with engines, I had cooked mince pies and baked potatoes and sausage rolls all went to waste. No mince pie crank up in 2015.

New venues for one day events will be announced shortly.

Now, as you know this year I arranged a Christmas Party at The Court this was a club first and a great success with 50 people attending and we all had a great evening. We hope to do it for you all once again in December.

In closing my AGM report, I would like to thank all those who labour behind the scenes to keep the club running. Wendy Gane, Newsletter & subscriptions. Pete & Debbie for running the website. Ben for our FaceBook presence. Robin for his news letter delivery on club evenings. Anne & Christine for helping me out selling raffle tickets. And our editor Kim for producing our news letter each month. May I thank you all - I just hope I have not forgot anyone!

### **Wessex Stationary Engine Club Ltd**

#### *Treasurer's Report February 2015*

The accounts of the club remain in good order this year. The balance of funds held in the bank account has increased from £9,505.00 to £10,200.00, an increase of £695.00

During 2014 subscription income was up slightly. The Annual Gathering held in June increased its profit by £800.00 to £3,551.00, which was no doubt helped by the fair weather during the weekend. From this profit the club donated the sum of £1,000.00 to the Children's Hospice South West.

The cost of running the rally increased a little, as we needed to purchase some new stakes etc. for site but this increase is in proportion to managing the increasing size of the event. The event makes a 61% profit and we must thank all the volunteers of the rally sub-committee for their hard work and the various suppliers who agree to do things either for free or very cheaply.

The general running costs of the club have been kept virtually the same; the only small extra expense was to invest in some work to help get the Wessex Club website up to date, which has now been done, and now looks and works much better. Our thanks go to Pete Gear and Debbie Shadwell for their hard work in this area.

We did have a problem getting access to the club's money still held in the Lloyds savings deposit account after the change to TSB Bank in late 2013. We only finally got a cheque for the balance at the end of January 2015 and this has unfortunately delayed the production of the final accounts. I did negotiate a compensation amount of £288.00 for this delay which has been paid into the bank account.

The draft accounts I have prepared shows a profit of £723.00 for the year, which is the same £4.00 less than last year. The accounts are with the accountant now for the final audit and the results will be published in the newsletter as soon as they ready.

If you have any queries at any time about the accounts or finances of the club please do not hesitate to contact me - Kim will put my details on the bottom of the report in the newsletter.

Karen Gumm 22nd February 2015

01373 822461 E-MAIL :- karen.gumm@btinternet.com

### **Social News**

Get well soon Tony Davis who has had a spell in Hospital to help him with his mobility problems, we all wish you well Tony and hope to see you and Di out and about soon.

A Big thank You to **Christine Rogers** who came to Robin and Jackie's aid on the night of the AGM after we broke down on our way to the Club. She came all the way from Farrington Gurney almost to Frome and collected the newsletters and other bits and pieces and delivered them to the Court Hotel, Thank you Chris, a true friend and Club Member.

### **Out and About Again**

By Robin Lambert

Hopefully with the long cold winter months behind us we can think about what we are going to do in 2015, no doubt many of you are busy planning your year with holidays and events you would like to attend. Entry forms are starting to drop through the letterbox to be returned with your exhibit details and we reflect what we did and where we went last year,. For us, it would be nice to do a repeat year again, last year being probably our busiest year ever with no less than 22 events attended stretching from Cornwall to Essex and Suffolk, making good use of our travelling kit. Thoughts of "do it while you can" as it may not always be possible.

Looking at lots of event dates there are quite a few that clash including our own club rally and Astle Park and Beaulieu and The South Glos Club rally at Coalpit Heath - but I did notice that Castle Combe is this year out of step with Shillingstone, so it should be possible to attend both.

Our club jumble went well despite the duff weather report the day before that the sun was going to shine and things were going to warm up. In fact, it was dull and cold but thankfully dry. We were a bit down on stalls compared with last October, but still enough to quench the thirsts of quite a good number of visiting public and we managed to off load half a trailer load of bits onto new custodians. It's always nice to have a good old chat to all our old friends and hear how their winter went and what they intend doing this coming year some even travelling as far as Australia! Possibly a new event in the Dorset Area coming up , so watch this space.