

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

Oct 2014
37 years of publication!

MUST SEE

www.wessexsec.org

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

From The Sump

For many years, it has been the custom of the WSEC Ltd to give money to charity and in recent years – for reasons that none of us can now remember – we have supported the Children's Hospice South West.

<http://www.chsw.org.uk/>

They are a very worthwhile charity and certainly do good work for children in our area. Having the use of their title is a great door opener for Eric and his sub-committee when looking for the incredible number of favours you need to run a big event like the Wessex Midsummer Vintage Gathering, now in its sixth year.

Since 2009 when we started our annual event again at Semington, we have given the CHSW annual amounts in the region of £400 - £500, but not in 2012 of course when it was rained off. This year, the show was successful, netting us in the region of £3,500. Eric feels that as the sub-committee do the work to make the event run so well, they should have an input to how much we should give and their recommendation was that this year we should contribute £1,000 to this charity.

The Directors of the club considered this under Any Other Business at the October committee meeting and the majority endorsed this generous gift. I understand that a cheque was handed over two days later on the 16th at a short ceremony arranged a few weeks before. Although I did not vote in favour of this donation, I'd like to say that the Children's Hospice South West have my every good wish and I hope they thrive in the years to come.

I understand from reports that some were not impressed to see a particularly long Life of Richard Trevithick in the last two editions of the newsletter. My response is predictable of course – I had nothing left over from the previous Cranking, so needed to fill two pages. I print pretty well everything I'm sent, so the answer is – as ever – in your hands. If this newsletter looks like one bloke just doing his best sometimes, well, that's probably a reason for that – though not this month thanks to the same three stalwarts as usual!

Social News

By Earwig

Get well soon **Tony Davis**. Tony has been off colour for the past few months and is finding his mobility more and more difficult, so get well soon Tony and do as Di tells you! Wwe all hope to see you up and running soon.

Moving the Metal For sale

Does any body have or have access to a vertical or horizontal boring machine.

Please contact Gerald Atherton 01934-852670

BOOK "Mills & Milling", large leather bound volume lots of old adverts for engines, steamlorries, steam engines and much more. Produced by the Ministry of Agriculture Fisheries & Food. I have never seen another copy. £60 firm.
Ring Eric on 01225 754374

A large collection of about 40 old milk bottles all with dairy names on them. Suit someone with a dairy based rally exhibit or collection. No reasonable offer refused. Proceeds to Radstock Museum. Buyer collects from Midsomer Norton.
Phone Tom Randall 01761 418926 or email tom.ramdall@dsl.pipex.com.

JAP Vee twin, model unknown but likely to be a railcar engine. **No numbers/letters in the usual places!** Base Mounted. Circa early 20's. Probably never run as there is golden oil in the crankcase, all bolt heads are untouched and there is no carbon in the exhaust ports. Complete wiyh exhaust fir cones, brass carb and square bodied ML magneto. Air corrosion only. Turns freely. Serious offers for a serious bit of kit and I'm looking for at least £1,500. Best offer secures it, the only one known! Photos available by email (below).

Big slate charging panel four foot tall, three feet wide, instruments, rheostats etc. All original and unmolested £250 or near offer. Phone Kim, number below,

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.

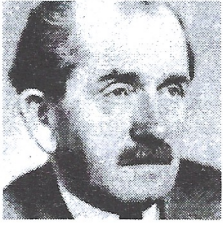
Tel John Hedges 01635-268359 or 07831-410473 (Newbury Area). Robin Says – "I have known John for over 30 years and he is a good engineer. He has sold all his engines and thought he would have a go at Tanks & guards and is doing quite well,"

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

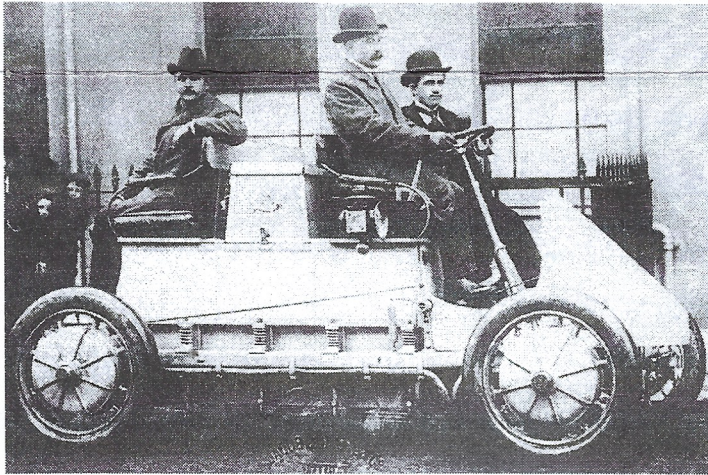
J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

Featured Engineer Number 5
Ferdinand Porsche (1875–1951)
From Internet Research



Born on September 3, 1875 in Maffersdorf, Austria, Ferdinand Porsche became fascinated with electricity at a young age. In 1893, when he was just 18 years old, Porsche landed a job at Bela

Egger & Co., an electrical company in Vienna that was later renamed Brown Boveri. Around the same time, he enrolled as a part-time student at the Imperial Technical University in Reichenberg (now called the Vienna University of Technology).



After only a few years at Bella Egger & Co., Porsche—whose supervisors were thoroughly impressed by his technological skills—was promoted from an employee to a management position. The year 1897 was full of milestones for Porsche. That year, he built an electric wheel-hub motor, the concept for which had been developed by American inventor Wellington Adams more than a decade earlier; raced his wheel-hub motor in Vienna; and began working in the newly created Electric Car Department at Hofwagenfabrik Jacob Lohner & Co., a Vienna-based company belonging to the Austro-Hungarian Army's joint Imperial and Royal Army, or k.u.k. Three years later, Porsche's engineering abilities came under the international spotlight in Paris, when his wheel-hub engine was used to power the Lohner-Porsche—Hofwagenfabrik Jacob Lohner & Co.'s newly developed non-transmission vehicle—at the World's Fair of 1900. To his great satisfaction, Porsche's wheel-hub engine received wide acclaim.

Later in 1900, Porsche tested his engine in a race on the Semmering circuit, near Vienna, and won. In 1902, he got to drive one of his own designs while serving as a reserve foot soldier in the k.u.k. and, subsequently, a driver for Archduke Franz Ferdinand.

Porsche's engineering continued on a successful track. After working at Lohner for nearly eight years, in 1906, he became technical manager of the Austro-Daimler company. In 1923, he moved to the Stuttgart-based Daimler-Motoren-Gesellschaft

company, becoming a technical manager and executive board member. There, his career highlights included overseeing the construction of the Mercedes compressor car. For his accomplishments, Porsche received an honorary doctorate degree by the Imperial Technical University in 1917. In 1937, he was awarded the German National Prize for Art and Science.

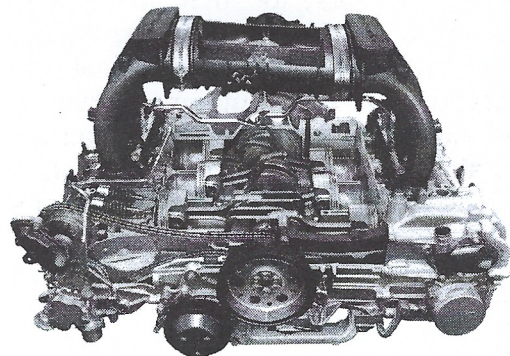
Building a Company

Porsche left Daimler in 1931 to form his own firm, which he named "Dr. Ing. h. c. F. Porsche GmbH, Konstruktionen und Beratung für Motoren und Fahrzeuge," according to Commercial Register documents from April 1931. In 1934, Porsche became deeply involved in Adolf Hitler's "people's car" project. That year, while working on the project with son Ferdinand Anton Ernst Porsche (born in 1909)—also known as Ferry—he developed the first designs for the Volkswagen car. From that point on, father and son worked together.

During World War II, in 1942, Porsche and his son designed military vehicles, including the German Tiger Tank, the most powerful tank in the world at the time.



When the war ended in 1945, Porsche was arrested by French soldiers and forced to serve a 22-month prison sentence. While he was incarcerated, Ferdinand Anton oversaw the creation of a new racing car, the Cisitalia, a Porsche-company product. To his son, upon his return, Porsche reportedly said, "I would have built it exactly the same, right down to the last screw." The father-son team went on to make history in 1950, when they introduced the Porsche sports car.



His ultimate engine – the flat six "boxer" engine

Calendar of Events

key. CN = Club Night. E = Event

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 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 8th. Wessex Christmas Party at the Court Hotel

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.

Chairman's Report

By Eric Gay

Monday the 29th September saw 21 members gathered at the Court Hotel, it was club night with a quiz, but this one was special as we had Ann Kempson as a new quiz master or should I say Mistress, and what a grand job she made of it - thank you so very much Ann. Ann had set a hundred questions covering a varied array of subjects right down to a picture round. Our winners at the end of the evening were Liz & Arthur Smith with a magnificent score of 96. I always said they be a clever lot over Heysbury Way! Well done Liz & Arthur and I hope we may see you at some more meetings in the future. I do hope that Mrs Kempson can be persuaded to do it all over again in 2015.

Looking at the engine line up at some events this year, I don't understand why restorers spend hundreds of hour rebuilding an engine and then display it without and signage at all. Tell Joe Public all about your pride and joy, the majority of engines on display do not even have a basic sign saying who or where it was made.

If you want to interest the visiting public tell them about your exhibit, it does not take long to make up a information board.

Christmas Party

By Brian J Baker

The Christmas Party that the committee has planned for Monday the 8th of December will have as entertainment music from Oliver and his friend Alan, they both regularly play together at the Wagon and Horses Acoustic Club. Oliver will play his guitar and ukulele and sing, and Ian will play guitar, banjo and sing. Those of you who remember Oliver when he first came along to the club nights as an eight year old, come along and see him now, ten years on.

The committee have laid on a buffet supplied by Sue the landlady. We will also be running a raffle and would appreciate any prizes including any Christmas fare. With the music, the buffet, the raffle and the chance to have a natter, this has the makings of a good night's entertainment. Because we need to know the numbers attending for ordering

the food, please ring Eric on 01225 754374 to book your place.

QUESTIONS

Q. Why haven't the committee published the fact that we gave £1,000 from the rally profits to the South West Children's Hospice?

A. Dunno Brian. It was only discussed at the October Committee Meeting, some 17 weeks after the event

Q. Why did only two committee members attend the September Monthly Meeting???. The committee are always complaining that not enough members attend, but how can they expect members to turn up when they can't practise what they preach.

A. Dunno Brian. I can only speak for myself and I was filming in Kent

Q. Why hasn't the committee advertised the Christmas dinner before now, as members did not have a clue what was laid on for them.

A. It has been advertised, twice so far. It appeared in the Chairman's Report in August and was in the Events List in both Aug and Sept – but thanks for your excellent write up!

Q. What the hell has Richard Trevithick got to do with stationary engines? Especially as it takes up two precious pages of our newsletter.

A. He was an engineer in the white heat of the Industrial Revolution and much of what he discovered and invented in his lifetime had direct bearing on the development of the internal combustion engine. In engineering, as in other fields of human endeavour, we set standards and shoulder the burden of giants. I am proud to have publicised this very great man. Further, the alternative was two blank pages. No contest in my view.

Further Walloping

By Eric Gay

Sitting all alone one evening in late August thinking what shall I do this weekend when I get a phone call, "Would you like to come to our vintage day at Middle Wallop?"

We could do with a few more engines if you can make it." I had never been to this event before, so a quick word with 'ur indoors and the die was cast. I made a phone call to one of our new members. Ben from North Bradley just to see if he wanted to come along.

Sunday the 24th August saw the Trowbridge convoy heading for the Wallops. For a one day event this was a great show and the members of the Wessex SEC put on a fine show engines along with many more engine exhibitors.

Vintage tractors, cars, miniature steam and even an early combine harvester along with the best car boot sale I have seen in many a long day with all sorts of goodies.

I got some very nice pickled onions ready for Christmas. If you have not been to this event, you should give it a try next year.

Shaftsbury Heavy Horse show By Eric Gay

I had never attended the Heavy Horse Show near Shaftesbury. My daughter rang up and said "Dad, are you going to the show at Shaftesbury?" Number One Daughter has always been very fond of horses and what could dad do but agree? Sunday 28th September was a great day out and our first stop was to look at - Guess What? The Engines! Who would have thought it? A great line up and again the Wessex members were showing a fine array of engines, If possible, I will certainly be exhibiting next year.

The engines were not the only vintage exhibits, cars and commercials were also on view and it was very nice to meet up with Liz & Arthur Smith along with their Ford V-8 Mustang. Catherine announced that she wants one and is saving her pennies!

We visited the stall area and I got a few new contacts for our own show next year.

It was then on to the display ring and the heavy horses, and what magnificent animals they all were, Shires, Suffock Punch, Percheron and Comtois a French breed I had not heard of before. One sad point the day was the poor young lady from the Stour Valley riding club, her pony took fright and tried to throw her several times how she stayed on I will never know a very brave young lady who ended up in floods of tears as her pony was taken out of the ring.

We stayed at the main ring to see the judging of the supreme champion it was going to be between a Suffolk and a Shire, two horses that stood out from the rest, and being brought up around Shires. I said to Catherine "that big black Shire is going to win". He was a magnificent horse and knew he was at a show. He stood absolutely perfect and, yes, he won supreme champion.

The weather on the day could not have been better, and Maureen and I had a great day out.

Out and About With Robin Lambert

The first of our long distance events this year took place at The Stithians Showground midway between Redruth and Falmouth, The event now known as The Cornish Steam & Country Fair was known to many of us as The St Agnes Rally. This show is always a must attend for us and many WSEC members. Once again, S.E steward David Roskilly placed us all together in the engine line with plenty of space and parking by your exhibits. This is all very cosy if you want to wonder off and look around with someone you know looking after your exhibit.

It's always nice to catch up with old friends we only see here once a year and again Mike Jennings came around to say hello and give us an update on his past year. As many of you know, Mike and Eileen moved to Cornwall from Clutton and after a while Eileen was admitted into a care home and is doing well despite being very frail. We did have a visit from Sue and Barry Thomas, our club members from the early Longleat rally days. Both looking well and wanted to be topped up on currant affairs back in our neck of the woods.

The Show Organisers are very generous here and will let Exhibitors pull onto the site one week before the Event and, although not compulsory, did ask for a voluntary £5 contribution towards the shower facilities, what a bargain! The site shop was again open for the things one may have forgotten plus newspapers, milk, bread and chilled food.

So now a bit about the show, the layout changed a little bit, but its always a good thing to change things slightly to stop them being samey.

The vintage Jumble I thought was a bit light on stalls as past years (perhaps they have passed on all their wares on to us and are running out of stock). The fair ground was missing, a disappointment for the kids but the antique and general stall section was well supported and I found a brand new boxed Laminator with 30 wallets all for £6,

Our Engine Section had 125 entries with most attending and it was nice to see our Cornish club member Kerwin Harris back on the Rally field again after a spell in Hospital and looking very well. Kerwin did come along the line and have a chat He noticed the amongst the hot air engines we had on display was a German made Ernst Plank model and said his old friend and our Club Member John Plank had been looking for one for years to no avail and hot footed back to tell John. So after a visit from John the model has found a new owner in Cornwall.

Well, we had a great time there using our free days to roam at will and explore the delights of the County and the weather that can be so unpredictable down here was excellent.

Berwick St. John Rally By Eric Gay

Held every two years, this is an event I would not miss, I went to the first one many years back and have not missed one yet,

To start with the engine line up had over a hundred engines in it and again the members of the Wessex SEC were well represented, displaying many fine engines. Our youngest club member Tommy Gear brought along his new pride and joy, a very early Lister D with spoked flywheel. Well done Tommy, you will soon want a Blackstone like Dad's. The Alamo ran all weekend never missing a beet but I must find something small, old and interesting for it to drive.

This rally is becoming very much like the Great Working of Steam Engines at Stourpaine Bushes in the early days. The working area was full of great engines doing the jobs they were intended for, threshing, wood sawing and in the lower field steam ploughing. There were road rollers, heavy haulage engines and steam tractors could be found right across the site.

Old country crafts like the flint napper, knife grinder, thatcher, blacksmith, iron worker, hurdle maker, stone mason/carver stick maker and basket weaver just to mention some. In the field below the main site, vintage tractors worked all weekend ploughing, cultivating, harrowing and much more.

Sunday morning Maureen and her friend went to the Sunday service this was to remember those who fell in 1914 - 1918 war from the area of Berwick St. John. Many WW1 vehicles stood in the area where the service was held and the owners of many of the horses that were working brought them to the service. Not only millions of men lost their lives, but many millions of horses perished as well in the war to end all wars. We still we fight wars - it goes on and on, will man never learn. Yer this is getting a bit deep! The weekend came to an end all to soon and it was time to go back to Trowbridge,