



CRANKING



Issue No: 10/14

44 Years of Publication

October 2022

FROM THE SUMP

There's nothing more I enjoy doing on a cold and frosty Sunday morning than walking along a line of vans, tables and trailers, with a piping hot coffee in hand, with items of rusty old iron strewn about and lined up for sale, meeting like-minded folk in a relaxed atmosphere.

It's a shame to see the sort out and turn-up-and-sell-your-unwanted items type of sales struggling this year – the general feedback of many has been poor, perhaps people this year are enjoying what they've accumulated during the past couple of lean years we've endured.....I don't know. It's not just our events that have suffered, similar reports came back from the recent Salisbury event and the Bridgwater events too, so we aren't alone in this. Hopefully things will improve given time.



In contrast, the auctions seem to have fared rather well, with some items fetching very decent money, Honiton Hill was a prime example of this – a proper factory produced Petter AV2 cutaway diesel engine powered by a petrol Petter A1 on a trolley ran away with auction fever and fetched some £1570!! But try and find another one.....perhaps I should have been a bit braver and ignored my maximum bid I set myself!

Anyway.....until next month....*David*

CHAIRMAN'S REPORT

It was great to see so many members at our last meeting on the evening of Monday 26th September, to hear the talk and see the film presentation on the Westonzoyland Pumping Station detailing the history of the attempts to drain the Somerset Levels. The whole evening was very informative, so much so that we hope to arrange a club visit to Westonzoyland or even an engine running day at the museum - I am sure this would make a great day out, so watch this space for more information soon.

The Club's bring and buy sale at Cranmore on October 1st was very poorly attended to say the least, very few sellers and likewise buyers, I do not know why this should have been but it turned out that unknown to us we were in competition with a sale at Bridgwater, Patrick Edwards sale and a large auction near Ledbury. I hope our next sale will be better attended.

Although I have asked if club members via Cranking as to if you would be interested in having a Christmas or New Year Party / meal and asking you to contact me so arrangements can be made I have had only one enquiry so it would seem that no one has any interest, this being a great shame as over the years we have had some very enjoyable evenings around Christmas or the New Year. I will not as yet call an end to this possible event but Christmas is just around the corner and New Year not far behind so I am still willing to arrange this but you must let me know as soon as possible so that a date can be made and a menu prepared, my phone No. 01225 754374.

Well, it was only a week after The Great Dorset Steam Fair, that I set out for the Rally at Longstock, in wonderful surroundings and great views across the countryside. With a good few members of the Wessex Club in attendance and lovely weather, the only down side....My Bamford tulip top gave up, it died no attempt would get it to run, not even a pop, it is still sat in the workshop in a state of no

go, many hours of work plus much head scratching, good spark, petrol entering cylinder but no go, but at last I may be on the way to success, I have owned this engine my pride and joy for well over 50 years and it has never let me down in any way before, I will let you know how I get on finding the problem and rectifying it so wish me luck.

Now I am sat here writing this report and waiting for a certain Nissan X Trail to be returned after repair, damaged when the nutter ran into the rear of my trailer at the Three Okefords Rally, the Nissan has to have a small panel replaced at the rear that clips into the under panel behind the tow bar, about one hours work at the most

So far they have had the vehicle for over a week, I am now getting cross to say the least, yes I have a hire car, a Kia X-Ceed.....now over my lifetime I have driven many different vehicles but never such a horrible car as this is.

Now it came as a great shock when I was told that the Great Dorset Steam Fair will not take place in 2023, why? I do not at this time know, but I for one hope and pray that the show will return in 2024 as I would love to be there.

Now with no Dorset to go to I must find something to fill my time and yours....so how about a large crank up in September? All I will need is a venue to stage this on, so watch this space and I will see what can be done.

Well now I have a date for your diaries SUNDAY APRIL 16th at the White Horse Country Park in conjunction with the West Wilts Society of Model Engineers Vintage Day, I hope to lay on a BBQ, tea coffee ect. There will be entry forms for this event available shortly.

The Wessex Rally at The White Horse Country Park in June made a profit plus we were awarded a grant from Westbury Town Council, all very nice and well worth the effort so my thanks goes once again to all people that worked so hard once again to stage our vintage rally.

Now just to end I want to make an appeal for MYSELF.....has any club member a 500 volt megger (old electrical test instrument crank a handle and it produces a test voltage) I would be willing to buy, borrow or beg a loan of such, please if you can help please do give me a call on 01225 754374. Just one other thing I will mention the next meeting at the Old Down Inn will be a talk and presentation covering the work of the observer coup in the Second World War.

Well, that's it for this month keep safe and well everyone, *Eric*

Eric Gay, 21 Rutland Crescent, Trowbridge, Wiltshire, BA14 ONX. Tel: 01225 754374

OBIRUARY - CHRISTINE ROGERS

Club members will be saddened to have learned of the death of Christine Rogers recently.

Chris had been poorly for some time and had several spells in hospital but passed away a few weeks ago. Chris and husband Don were very well known by many of our Club members and had been in the Wessex Club for decades.

It was always nice to be parked up by them at events as they were always great company, Chris was a happy cheerful lady and enjoyed all the events she went to, she had a gentle and kind nature and was always very helpful to Jackie and me, when along with Linda would take Jackie for a walk around the events.

For many years she looked after Don and with Son William at the helm, still managed to attend events, Chris will be missed by all who knew her and our thoughts are with Don and William at this very emotional time, Christine's funeral took place at Bath on 9th September.

Robin & Jackie Lambert

PROPOSED VISIT TO SHEPTON MALLET PRISON - Date to be arranged

It is proposed to organise a club visit to the old prison at Shepton Mallet, the details are as follows: - Shepton Mallet Prison visits take place every weekday at 2pm (also 11am on school holidays and weekends) The cost per person is £22 per person and the tour takes around 2 hours

A discount is available for groups over 15 or over.

ARE you interested? Please let us know, ring me Eric on 01225 754374 or Ted Edwards on 07751 918283.

UPCOMING CLUB EVENTS

A bit of advance notice for another local sort-out which many members also attend

SEDGEMOOR VINTAGE SORT OUT - SUNDAY DECEMBER 4TH 2022

THE R.O.F CLUB
WOOLAVINGTON ROAD BRIDGWATER
SOMERSET
TA7 8AD

TEL 07785 765826 www.sedgemoorvintageclub.co.uk

Coming next month – events listing for the season ahead.

FROM THE OTHER SIDE OF THE FENCE

If like me, you have been exhibiting vintage machinery at various rallies and shows for a number of years, then you will, inevitably, have had many casual conversations with members of the public who have taken an interest in your particular exhibit.

During my time rallying stationary engines, which is now over quarter of a century, I have had many such conversations. Most were of an inquisitive nature, i.e. "What's that?" "How does it work?" These questions were repeated at every show; the individual conversation and the people involved were soon forgotten. However, there have been a few memorable exceptions.

At one of my early outings with my first engine (yes, it was a D type!); I was exhibiting at a local country show when two elderly ladies stopped to admire my Lister. They talked between themselves for a short while and then beckoned me to the fence. Turning to me one said "We had one just like that didn't we?" "Yes" said the other, "It was a marvellous thing. We had it for years and do you know it always cut the grass beautifully!"

I don't know about you, but I get almost as much enjoyment from restoring my engines as I do from presenting them to the general public for their scrutiny. It is a wonderful feeling, when having spent the winter months in the workshop labouring away at your latest project, you wheel it out into the sunshine on a spring morning, wind the handle and it finally bursts into life for the first time in perhaps forty years.

However, its first rally outing can be a little more daunting. After all, it will now be expected to run all day and any breakdowns will be instantly seized upon by your fellow exhibitors with glee. I know, I've been there!

Anyway, after about an hour the "new" engine is running well, the water in the hopper is steaming and you sit back with a feeling of smug satisfaction. All of those hours in the shed turning a rusty wreck into a masterpiece were worth it after all weren't they? At this point the public are starting to wander along the engine line and you notice a little girl of about four years of age who has run on ahead of her parents. She studies your engine quietly whilst picking her nose and sticking her tongue out and waits for her father to catch up. When he does so, she has a fit of the giggles, points at your engine and says, "That's a funny one isn't it daddy!"

All those countless hours in the shed.....a funny one!?!?

One of the engines that I really enjoy taking to rallies is my Petter-Light lighting set. It is also the engine that has raised some interesting comments and questions from Joe Public on the other side of the fence.

I once spent several minutes at one show listening in awe to a father's explanation of how it worked. "You see son, that engine is driving the generator at this end with the flat leather belt." The boy nods his head in agreement. "The generator is producing electricity to make the lights work". So far so good, then he adds "and it is also powering a big immersion heater in that water tank to make the steam"! I didn't attempt to correct him and I still haven't found the immersion heater.

On another occasion, a man was studying the Petter-Light for a few minutes before walking away. After a few minutes he returned for another period of close scrutiny. As a firm believer of helping the public to understand what they are looking at and providing education as well as entertainment, I approached the gentleman concerned and asked him if I could assist in any way. "No thank you" he said. "I'm quite aware of how it works. I've worked it out for myself". He took a puff on his pipe and removing it from his mouth added "The one thing that puzzles me though is where is the fire? Is it in the wooden box under the water tank?"

I use a particular brand of two-stroke oil in the glass lubricator on the Petter-Light. Not only does it give good results with regards to plug fouling and a clean exhaust but it also has a deep ruby red colour which is quite attractive.

Whilst at Bromyard Gala one year, a gentleman, of shall we say an agricultural persuasion, was eyeing the Petter-Light, deep in thought. After a few minutes he called me to him. "Bloody good on diesel in 'her??" he exclaimed in a broad Herefordshire accent, "hers only used a few drops since I bin here! I had to explain that what he thought was the fuel supply of red diesel was actually the lubricating oil drip feed. Trust a farmer to notice how little fuel it was using!!!!

However, the one person who really put me firmly in my place and gave me food for thought was a young boy of about five years old. He looked at my lighting set for a few moments, then looked very seriously at me before quietly exclaiming "If you turned off some of those lights you could save lots of energy"! There is no answer to that one. How right he was.

I'm sure that many of you will have had similar experiences over the years, if so, why not put pen to paper and share them with us all.

Reproduced courtesy of my good friend, Graham Howland

SERVICES

I am still quiet with repairing and reconditioning Amanco Igniters.....but wait until the rally season is again upon us.....then it will be "Can I have it back for the weekend?"

I also have numerous handbooks and literature for a wide variety of engines...I could have that odd manual you have been looking for! Just give me a call.

I also have a base for a direct drive Lister D engine together with couplings to suit.

I look forward to hearing from you!

Kerwin Harris, 30 Hillcrest Ave, Truro, Cornwall TR1 3NE 01872 273388

FOR SALE/WANTED

Lister LD1/SL1 Single cylinder engine with gearbox, formally from a harbour launch.

A good runner back then but has been stored for some years now.

I'm in Havant Hampshire.

Can supply photo and details on request. Please contact Ted Edwards 07751 918283

The views expressed in this newsletter do not necessarily represent those of the committee or its members. Although the greatest care is taken in compiling this newsletter, the editor takes no responsibility for any errors or omissions

Contributions to: David Lacey, 8 Dyers Close, West Buckland, Wellington, Somerset. TA21 9JU or (preferably) by email

editor@wessexsec.org

Deadline for copy submissions is always 20th of the month