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# CRANKING

44 Years of Publication



August 2023

## The Wessex Stationary Engine Club's Monthly Newsletter

### FROM THE SUMP

Firstly, apologies for the lateness of August's Cranking, it's been a busy month both out and about on the rally field and at work, with some long hours worked!

Sadly, it's a slimline issue with no rally reports, even though we are now nearing the end of the season, I think I've had one report from a member this season and that's it!

Myself, during August, I've been to the excellent West Somerset Railway Association's Steam Fair, South Hams Vintage Show, Yesterday's Farming, Honiton Hill Rally – all great shows. Honiton Hill and the WRSA event are firm favourites of mine, perhaps as they are quite local to me and I can drive some of my exhibits there! The weather was challenging at some of these events but on the main show days, the rain held off mostly!

There are still a few notable events coming up, The Railway Rev-Up at Meare nr Glastonbury, The Somerset County Show at Taunton racecourse where there is always a good show of engines, The Somerset Festival of Transport and into October, the National Ploughing Championships at Eastcombe near Taunton – all of which will cater for all tastes.

Now we are all probably looking to put our engines and exhibits away for the winter, remember to check that all-important antifreeze/drain down your engines as the weathermen seem to be intent on forecasting a cold winter ahead of us.

Until next month....*David*

**CONGRATULATIONS** to Club members Will and Jo Rogers, who got married and promptly arrived at Honiton Hill Rally, celebrating in style! I think I spotted a rosette on your exhibit too!

### CHAIRMAN'S REPORT

It was Monday 31<sup>st</sup> July with Club night at the Old Down Inn and we were in for a treat as we had a surprise speaker and film, all about the rescue service run by volunteers at Burnham on Sea. As you may know it is very muddy around that neck of the woods or should I say neck of the River Severn and Bridgwater Bay, life boats are not a lot of good trying to rescue people stuck in the mud at low tide and I would never believe that people can be so silly as to go walking out across the mud trying to find the water as they say time and tide waits for no man woman or child, not only that but would you drive your car down onto Burnham beach??

Well people have and they have gone home without their vehicle, watching it as it slowly sinks below the mud, this even happened to one gentleman with a 7 day old Range Rover, Oh Dear the insurance company would not meet the claim, all this was included in the film and a great deal more. Some events are very sad as not all rescues are a success, now what do the volunteers use to carry out this work?

A small purpose-built hover craft is what the volunteers use, are some very brave souls as they put themselves in danger. The members that came along that evening had a very entertaining and informative evening.

Well it has been many years since I exhibited at Low Ham so off I went at the crack of dawn heading for deepest darkest Somerset, well down the other side of Somerton. I arrived at about 8.45am and drove onto the site, no one at the gate! Drove up the site and found two stewards "Stationary

engines" I asked, reply "No idea mate" Drove on up to site asked another marshal, same response, I asked four different stewards and got the same reply. I did find them in the end but my path was blocked by a long wheel base Ford Transit beaver tail stopped at right angles to the engine enclosure, unloading a large engine, well that did not matter I was in no hurry.

I exited my vehicle and walked up the row of engines, no room left, it was a shambles of vehicles parked all over the place with a living van from a traction engine parked in the engine line.

I returned to my vehicle and began to wait then on my left a large police 4x4 with large box trailer drove past and turned at right angles right across the front of me and began to set up a display, at this time it was time to call it a day I drove out and returned home, I somehow think I will not be going back again.

The 4<sup>th</sup> to the 6<sup>th</sup> of August and it was away to South Cerney for me, well it was a great weekend apart from the rain on Saturday with lots of very nice engines, steam, cars, lorries and more lorries, military vehicles, motorcycles, crafts, a great display of models and much more. I will be going again next year as this is one great show.

Now it is only a few weeks until the Clubs new venture at Bradford on Avon, Bradford Leigh just off the Corsham road, we have a good entry for this new event but there is still space for YOU so if you have not yet entered please do so as the Club is running this event to aid Dorothy House Hospice. Now can I please ask for some help on the weekend just to man the pay gate for a couple of hours would be a great help so if you can help out please come along you will be most welcome and any help that you can give will be greatly appreciated, I just hope we all have a great weekend and that the weather gods smile on us.

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## **CLUB EVENTS 2023**

Sept 16-17 Bradford-on-Avon crank-up

Sept 25 Club Meeting, Eric Gay. That Poor Apprentice

**GET WELL WISHES TO CLUB MEMBERS.....**a couple of Club members have been under the weather of late, here's wishing them a full and speedy recovery. We look forward to seeing you back out at Club events very soon.

## **YOU LEARN SOMETHING NEW EVERY DAY.....**

During my formative years I was told that the two-stroke cycle should more properly be referred to as the 'Clerk' cycle, being invented by one Sir Dugald Clerk. Since reading the February 1986 issue of 'Cranking' from the Club website, I have been disabused of this notion.

In that issue Michael Cannon introduced James Robson, possibly the true inventor of the two-stroke cycle as we know it, who designed a double-acting engine which was built by Tangye and for which he seems to have received scant credit. A search of Wikipedia comes up blank, but he is credited in several books for his invention. From his published description it would appear that he was the first to use the underside of the piston as an active participant in the cycle.

So what of Sir Dugald Clerk? Well, he did indeed develop a two-stroke engine, but it was a simplification of an earlier design by Brayton, and relied on a charging cylinder to introduce the gas to the cylinder; a design used much later to very good effect by DKW, though executed rather differently.

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

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**Deadline for copy submissions is always 20<sup>th</sup> of the month**