



CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

July 2015
37 years of publication!

MUST SEE

www.wessexsec.org

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

From the Sump!

I am by nature a cheery soul, my cup is usually at least half full and if it isn't, it soon will be best describes my mode of thinking. It isn't my style to say "we **only** had fourteen people turn up at the Court for club night the other month" because – in my opinion – it not only doesn't do any good, but it devalues the efforts of the fourteen that did come!

It is very true that it is a club, a hobby that we all thought it was worth joining with every intention of supporting. We have many (possibly even a strong majority) who have been members for many years, joining in the strength of our best years and have stalwartly supported Wessex for 10, 15 or even 20 odd birthdays. No one should question the commitment of such support, freely given over so many years, nor criticise by nagging the dwindling of that support for whatever reason.

Rather, we should try to ameliorate the effort required to continue that support.

There is no escaping the fact that as our strength lessens, so does that of the club. Where once it was a simple matter to find as volunteer to take on this or that job, it is no longer the case. Whether it be for reasons of advancing age, failing sight making driving at night a chore - whatever.

Let's look at a new way of doing things. If driving at night is a pain in the bum, if lumping heavy engines about is getting downright impossible, if the old mates you used to see at club night don't come and more, let's just move the times that we meet. Why not? – it's a start!

Many of us are retired – would the idea of an afternoon meet at the Court on the last Monday of the month be worth considering? We could time it so as to miss the lunchtime rush, arriving around 2.30 – **You'll understand that I am writing this without consultation with anyone and making it up as I go along!** – for a couple of hours. If its nice and Sue doesn't mind, we might even bring a few bits and bobs to show off with.

But what about the Guest Speakers? Well, many of THEM are retired too and might welcome a talk in VFR only ;o))

I'm not on the committee any more, so voice your thoughts to them. But, like this editorial, **be positive.**

Moving the Metal For sale

Clarke Water Pump (electric) Model HSEC 400A. £100

Go-Kart (Dale Cadet) fitted with Aspera engine £100

R.M.A. Roller Corn Mill —£75

Honda Generator (5 hp) 2.5 with 23 Oac/ 11 Odc outlet £100

Trailer, 7'x 5', Brakes, lights, winch, ramps, spare wheel £200

Grandchildren have 'grown out' of the interest

Thanking you in anticipation. [phone Gerry Brice 01761 241713](tel:01761241713)

Lister D, on a trolley £150. **Wolseley WD11**, on a trolley. £150.

Lister A, on a trolley. £200. **Godwin pump**, £100. **Lister H1**,

£100. [Phone Phil Roberts 01749 840093](tel:01749840093).

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 \(Dorset\)](tel:01747824102)

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

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

Lots of stuff to go! Needs a visit to see what there is.

[Phone Bill Coombs, Gurney Slade. 01749 841220](tel:01749841220)

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. Set of trolley wheels - offers

Bosch flick mag, appears in good order £60

(*Bob Alexander, below*)

Horse Hair Combing Machine, made by Gauntlets of Yerbury Street, Trowbridge, Wilts. A very rare bit of kit this is the only one I know that is as made, others have been repaired or altered.

Petter 5hp M type. Built 1915 this is a very early model and is the only one known that has the words War Finnish on base tank. It needs work, but when restored would make a very rare exhibit. The magneto has been checked serviced and is in good order. I am open to offers for this very rare old engine. [Phone Eric Gay 01225 754374](tel:01225754374)

[Email Jeremy Adams jeremy.adams150@btinternet.com](mailto:jeremy.adams150@btinternet.com)

Phone number - 01823 443000. (Taunton)

WANTED

Lister L type, fixed head. Magneto drive chain cover. A water pump suitable for circulating water across the screen cooler. Grateful thanks to all those who have helped so far!

[Phone Bob Alexander 01225 766211](tel:01225766211).

A fuel nozzle for a 3 hp **Petter M.** [Phone Roger 01722 416949](tel:01722416949).

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

Featured Engineer Number 12

Sir Humphry Davy 17 Dec 1778 – 29 May 1829

Davy was a Cornish chemist and inventor. He is best remembered today for his discoveries of several alkali and alkaline earth metals, as well as contributions to the discoveries of the elemental nature of chlorine and iodine. Berzelius called Davy's 1806 Bakerian Lecture "*Some Chemical Agencies of Electricity*" one of the best memoirs which has ever enriched the theory of chemistry." He was a 1st Baronet, President of the Royal Society (PRS), Member of the Royal Irish Academy (MRIA), and Fellow of the Geological Society (FGS).

Davy was a pioneer in the field of electrolysis using the voltaic pile to split common compounds and thus prepare many new elements. He went on to electrolyse molten salts and discovered several new metals, including sodium and potassium, highly reactive elements known as the alkali metals. Davy discovered potassium in 1807, deriving it from caustic potash (KOH). Before the 19th century, no distinction had been made between potassium and sodium. Potassium was the first metal that was isolated by electrolysis. Davy isolated sodium in the same year by passing an electric current through molten sodium hydroxide. Davy discovered calcium in 1808 by electrolyzing a mixture of lime and mercuric oxide. Davy was trying to isolate calcium; when he heard that Berzelius and Pontin prepared calcium amalgam by electrolyzing lime in mercury, he tried it himself. He worked with electrolysis throughout his life and was first to isolate magnesium, boron, and barium.

Chlorine was discovered in 1774 by Swedish chemist Carl Wilhelm Scheele, who called it "*dephlogisticated marine acid*" (see phlogiston theory) and mistakenly thought it contained oxygen. Davy showed that the acid of Scheel's substance, called at the time oxymuriatic acid, contained no oxygen. This discovery overturned Lavoisier's definition of acids as compounds of oxygen. In 1810, chlorine was given its current name by Humphry Davy, who insisted that chlorine was in fact an element.

Davy revelled in his public status, as his lectures gathered many spectators. He became well known in 1799 due to his experiments with the physiological action of some gases, including laughing gas (nitrous oxide), with enthusiastic experimental subjects including his poet friends Robert Southey and Samuel Taylor Coleridge.

Davy later damaged his eyesight in a laboratory accident with nitrogen trichloride. Pierre Louis Dulong first prepared this compound in 1812, and lost two fingers and an eye in two separate explosions with it. Davy's own accident induced him to hire Michael Faraday as a coworker.

In 1812, Davy was knighted, gave a farewell lecture to the Royal Institution, and married a wealthy widow, Jane Apreece. In October 1813, he and his

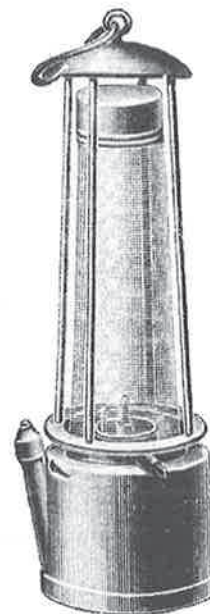
wife, accompanied by Michael Faraday as his scientific assistant (and valet), travelled to France to collect a medal that Napoleon Bonaparte had awarded Davy for his electro-chemical work. While in Paris, Davy was asked by Gay-Lussac to investigate a mysterious substance isolated by Bernard Courtois. Davy showed it to be an element, now called iodine.

The party stayed in Florence, where, in a series of experiments conducted with Faraday's assistance, Davy succeeded in using the sun's rays to ignite diamond, proving it is composed of pure carbon.

Davy's party continued to Rome, and also visited Naples and Mount Vesuvius. By June 1814, they were in Milan, where they met Alessandro Volta, and then continued north to Geneva. They returned to Italy via Munich and Innsbruck, and when their plans to travel to Greece and Istanbul were abandoned after Napoleon's escape from Elba, they returned to England.

After his return to England in 1815, Davy experimented with lamps for use in coal mines. There had been many mining explosions caused by firedamp or methane often ignited by open flames of the lamps then used by miners. In particular the Felling mine disaster in 1812 near Newcastle caused great loss of life, and action was needed to improve underground lighting and especially the lamps used by miners. Davy conceived of using an iron gauze to enclose a lamp's flame, and so prevent the methane burning inside the lamp from passing out to the general atmosphere. Although the idea of the safety lamp had already been demonstrated by William Reid Clanny and by the then unknown (but later very famous) engineer George Stephenson, Davy's use of wire gauze to prevent the spread of flame was used by many other inventors in their later designs. George Stephenson's lamp was very popular in the north-east coalfields, and used the same principle of preventing the flame reaching the general atmosphere, but by different means. Unfortunately, although the new design of gauze lamp initially did seem to offer protection, it gave much less light, and quickly deteriorated in the wet conditions of most pits. Rusting of the gauze quickly made the lamp unsafe, and the number of deaths from firedamp explosions rose yet further.

There was some discussion as to whether Davy had discovered the principles behind his lamp without the help of the work of Smithson Tennant, but it was generally agreed that the work of both men had been independent. Davy refused to patent the lamp, and its invention led to his being awarded the Rumford medal in 1816.



Calendar of Events

key. CN = Club Night. E = Event

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 10th. **Vintage, Bygone & Antique Sale** - East Somerset Steam Railway, Cranmore, BA4 4QP

Oct 26th CN. **My Life In The Fire Service** - John Bullock

Nov 7th. 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!

Please bring an engine – or other mechanical exhibit – to the White Horse Model Engineering and Garden Railway S on how. Sunday 13th Sept. The venue on the Trowbridge side of Westbury at the old cement factory. White Horse Country Park, Coach Road, Westbury, Wilts BA13 4LX

Social News

By Robin Lambert

Just had a chat with Cornish club member Kerwin Harris from Truro who has had a spell in Hospital and is now home recovering. We all wish you well, Kerwin and hope you are up and running for the West of England Rally when all your old mates will be on our annual pilgrimage in a few weeks time.

Many of you will know that Tony Davis was slowly becoming less mobile, gradually losing the ability to walk through Parkinson's Disease. The Doctors decided to do an implant in his head with a lead running under his skin from head to abdomen and now his brain is telling his legs to move! What clever stuff. Jackie and I called in to see Di and Tony recently and he is making remarkable progress in his mobility following the operation. They are both over the moon with the strides he can now take instead of small steps. He is now like a Greyhound out of the trap and we can soon enter him in the Wessex Seniors Half Marathon! Well done Tony keep up the good work.

Around a dozen club members went to Carol Skuse's funeral last Friday at Weston Crematorium - such a sad day as she was only 68.

Chairman's Report

Our Annual Show

Tuesday 16th June found me down a hole cutting off an old water pipe in a certain field at Semington. This was the start of the field work required to get our club rally up and running for 2015. With a great deal of help from the Wessex Midsummer Vintage show sub-Committee, the show was once again a huge success. My sincere thanks goes to my loyal band of helpers that not only turn up on the week previous, but spend all year working to make this event the success that it is. To Pauline & Gary, Karen, Linda, Geoff, Dale, Gordon & Paula, Roy, Pete Neill and last but not least Brian and all those

that without asking came along and got stuck in to help, like the girls that spent most of the weekend working on the pay gate. I owe you all a great **big thank you**, for without you all, the event would never be the great event it now is.

On show over the weekend we had nearly ninety stationary engines, our largest yet display of Military Vehicles and military history groups, tractors and horticultural machinery, with entrants coming from as far afield as Kent and Huddersfield.

The working section was full, with saw benches, hurdle maker, chain saw carvers, lady blacksmith, flint knapper knife grinder (he still tours the villages of Hampshire) Pole and treadle lathe's and it was great to see the artful bodger back with us. The steam section held sixteen miniatures ranging from 2" scale right through to 6" scale half full size. But alas only one full size engine this year I was let down by three others with no word to say they weren't coming. Brian did us proud with an entry of over 40, motor cycles.

A new attraction for 2015 was our Heavy Horse display, truly magnificent! Karen, I expect a little help from Phil put on yet another great show of cars and Military vehicles, while Geoff looked after yet again a great display of commercials.

Our living History Groups once again did us proud with yet again the Western's Group reliving the old west putting on yet another wonderful display (they were awarded the cup for the best in show) and this was richly deserved.

Our trade area was again filled to bursting point, I ended up having to turn traders away this was a great pity but we were running out of room. The evening entertainment was again provided by the New Forest Agricultural Orchestra, better known as the Plonkers. The band not only entertains us on Saturday evening, but does slots throughout the two days keeping visitors and exhibitors entertained.

Our evening raffle was a great success with Karen taking on the job of raffle prizes buyer this took a great deal of weight off me this year and also came up with lots of new ideals for prizes, ranging from a microwave oven to bottles of whiskey a wonderful picnic hamper and suitcase on wheels right through to a donated TV set. (Bob Hallam has gone on a course to learn micro wave cooking) My thanks must now go to the girls that toured the field selling tickets, to my daughter and Maureen for helping me badger traders to get their money out and buy tickets, no easy task to extract money from traders as most are as poor as church mice, or so they tell me. Pauline had no easy job keeping our craft exhibitors under control in the marquee, along with a hundred and one other jobs she does and I never have to ask. **THANK YOU PAULINE.**

Once again Margaret & John Redrup, came up from Bournemouth, with their - birds of prey, at the end of the weekend they presented us with over £70.00 for the Children's Hospice South West, Thank you both very much indeed for being so kind and supporting us in 2015.

Once again Jason Day, and Mini-Quadmania came along to keep the children entertained on the

weekend, our old friends the Shepton Mallet Drifters put on a great display of model boats and one of their lady members went home with a nice DAB radio won in the raffle on Saturday evening.

Our new Committee member Roy Sanford brought along his wife so he could keep the tractor and horticultural boys under control, and Roy put on a great display of Tractors & machinery, well done Roy, I hear you want to do it all again next year, my thanks for all your hard work and help over the weekend.

Well, that's the show done and dusted for this year, we started planning our show for 2016 on the evening of July 8th at the Old Down Inn. As always, we need more help so why not come and join us it's not all work we do have a lot of fun besides, remember we do this for you the club members and after all you did vote for a two day event and we are now giving you all the best shows the club have ever staged so please come and join us.

Out And About With Robin and Jackie

By Robin Lambert

The National Motor Museum at Beaulieu could not be a better location to hold a Stationary Engine Rally, Held once again in conjunction with a Vintage Austin Seven Car Rally the tree lined avenues and tightly mown grass were once again the perfect setting for this year's event which was this year Ruston Hornsby themed. In total the Organisers Dennis and Chris Barnes told me around 160 Exhibits were in situ and around one third were R & H

models of all descriptions, this is one of the few Events we attend where there is no parking by your exhibit and if allowed would totally remove the tranquillity of the display. To be able to pull into the show on Thursday is nice which gives Friday to explore the venue or do as we did and make a short drive to Hythe walk up the Pier or take the 100 year old Electric Train and hop on the ferry for a twenty minute cruise into Southampton.

This year was hot sunshine and exhibitors who set up their displays amongst the Avenues of Trees were grateful for the shade. A lot of our Club Members were here with some nice exhibits and some Exhibitors came from Ireland and Scotland with some visitors from Europe. A nice presentation was made by Dennis to Ray Hooley which was in appreciation for all his help over a great many years to Ruston Hornsby Owners (I can recall Ray coming all the way from Lincoln to give a talk at our Club some 30 years ago). Our own Club Raffle Lady Carol Phillips did a grand job here selling tickets which raised over £300 to help keep this Event viable in the future. A large gathering of Exhibitors took place on Saturday evening by the Hospitality tent and several old Generating Sets ran until almost midnight lighting up the area. Full credit must be given to Dennis and Chris and their helpers for putting on this event as a lot of work is involved. These Lads over the years have become really toolled up with handling equipment including Flat bed Lorry with Hi-ab Crane, a Small Tractor with drum Winch, Trailers and Water Bowser. This year we took along our Old late friend Bills Victoria which is a bit on the heavy side for us now and on arriving the Boys said "leave your Trailer we will see to it Go and set up your Camping" This we duly did and half an hour later our empty Trailer was returned with Engine all set up in the line, What Service and how thoughtful.

Polishing Aluminum

By Paul Woelbing

I was a silversmith, goldsmith many years ago. To achieve the best polish there was a series of steps you have to take and the more serious you are about achieving a mirror like finish the more serious you must be in following the steps. In short every step "erases" the marks of the previous step.

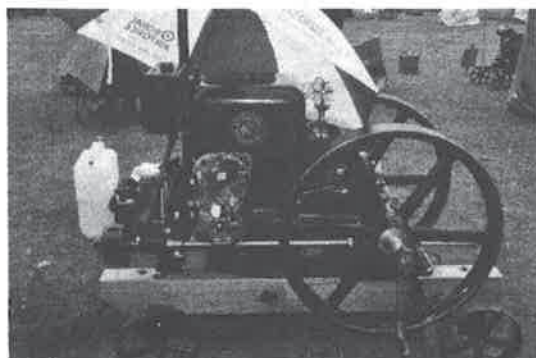
Starting with a rough casting or a raised vessel you first file the surface to remove the casting or hammer marks. I am not going to detail this step because I presume that you are trying to achieve a good finish on an already existing piece. The next step was sanding with 180, 220, 400, 600 and finally wet used 600 grit silicon carbide wet/dry sandpaper. I used to take a wood stick like a paint mixing stick or a polishing stick (a metalsmithing tool that has felt attached to one side) and wrap the paper around the stick to sand rather than simply hold the paper in my hand. When you move to the next finer grit... say from 180 to 220 change your sanding direction so that you are working perpendicular to the previous direction of sanding. This way you will be able to see when the finer grade has completely erased the sanding marks of the previous coarser grit.

It is important that you fully eliminate the previous sanding marks before you move onto the next finer grade. If you don't in the end you will simply wind up polishing scratches. Once this has been completed you are ready to begin polishing. Here the three that I used were brown tripoli, white diamond and finally yellow rouge.

There are variations such as red rouge, black emory etc... but the three I mentioned using gave me good results. Here you must have three separate polishing wheels, one for each grade of polish. NEVER cross contaminate the wheels so after every grade of polishing wash the item and make sure that there is no remaining polishing compound sticking to the surface or hiding in crevices. Any of the rougher compound getting onto the next finer polishing wheel and you might as well throw the polishing wheel away as the remaining of the coarser compound on the finer wheel will negate all of your hard work. When you are done wash and then dry with a soft 100% cotton rag such as a diaper or 100% cotton T-shirt.

Make sure that it is not a poly/cotton mix. NEVER, NEVER use paper towels as paper is made from ground up wood pulp. I know that this sounds complicated and that I might have overstressed the need for cleanliness between courses but the closer you adhere to this process the better your surface will turn out... and depending upon the amount of porosity in your casting... but that's another discussion.

One additional note, use a good polishing machine and hold the item to be polished firmly using the part of the wheel BELOW the midpoint as it's rotating. It's not fun having a piece yanked out of your hands and flung across the room or into your face. Also wear eye protection. I never used gloves for fear of



them being grabbed by the polishing wheel.
Good luck,