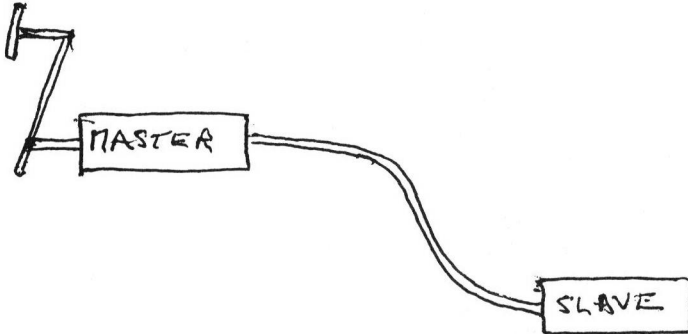


AUSTRALIAN EXPERIENCES

by Alex Deans

Hello from that driest continent on earth! I have been meaning to write you all a line for some time (years) now, but TV has been the culprit! Thought you might benefit from some of my experiences and mistakes in dowsing.

'Libby', my youngest step-daughter discovered a problem with her car – a 1969 Toyota Corona – namely losing fluid from her clutch reservoir.



Using her plight to try the pendulum's skill out, I drew the diagram above with the PRE-CONCEIVED intention of employing the pendulum to decide on the location of the fault – either *master* or *slave* cylinder. To my amazement it showed *neither*.

This vexed me, for the leak must be *somewhere*. I therefore decided to remove and check the easier of the two cylinders to get to ... the *slave*. This was accomplished, but to my amazement fluid kept on leaking. I then checked the pendulum again, which again gave an OK to *both* cylinders. Ignoring this information, I then threw good money after bad by replacing the difficult to get to master cylinder. Result... fluid still leaking – then *starter motor* became defective!!

All was revealed when I again lifted the bonnet – the pendulum was correct all along – I had been forcing it to check out either *master* or *slave*, but although the diagram was simple to my mind, it did not allow for the unusual possibility of a leak BETWEEN the two cylinders. The pipe leak was dripping onto the starter motor, which finally rendered it defective. A costly experience of buying three parts when a simple pipe repair was called for.

Lesson: – Let the pendulum do the work – don't force it.

Some time later I needed to replace a headlight on another of Libby's cars (previous one stolen). In Melbourne we have a marvellous wrecker's

yard called Pick-A-Part. It is neatly sorted out into aisles like a supermarket, and all you do is to find the aisle for your make of car, and saunter down with your own tools to remove whatever you want from the elegant array of decaying models. It is a very inexpensive way of obtaining spare parts, but there is one problem – no exchange or refund! With this in mind, my tool box is equipped with a pendulum (golf ball with builder's line string attached). Waltzing down the Toyota aisle I found what I thought would make a good replacement headlight, but before removing same from the wrecked car I availed myself of pendulum and percentile disc to find out (a) if headlight was any good, (b) what amount of use was left in it. Result was a 60% reading, which isn't bad for a 26 year old car. At the cash point there is a battery and leads to test electricals such as headlights, and this proved that the headlight was OK. As to the percentage, I don't think science has caught up to pendulums yet! (By the way, the headlight cost me \$6 Aust. which is about £3 UK).

Later still, I had cause to drive Libby's car home for some reason, and was appalled by a badly misfiring motor. Wanting to save time, I asked the pendulum to point to the offending spark plug (if that was the problem) which it did in less than a second. When I removed and inspected the plug, the well was completely filled with crudd. A gentle clean, and gap adjustment, and the car was a 'Rolls Royce' again.

The car always regarded with great interest and now affection is the Citroën, namely a 1974 GS Club. In spite of all the to-do over nuclear testing lately, I still love this car. It's like a soft fountain pen compared to a Post Office Biro.

Ours needed an *accumulator*, which is a sort of reservoir to store the pressurised fluid involved in levitating the whole car. We have a Citroën Car Club here of which I am a member, and despite checking out all possible sources of obtaining a second-hand replacement, I was stumped. A new accumulator was out of the question both for financial and astronomically overpriced reasons, so ... out with the pendulum. Made a list of all prospects, and to my disbelief the pendulum fancied my regular port of call – a Citroën garage in Richmond, an inner suburb of Melbourne. Problem was I had already asked there. Anyway, I decided to go again and ask again. Colin, the mechanic, scratched his head at my gentle persistence – disappeared into a vault of spare parts, and reappeared somewhat in disbelief that he actually had a spare accumulator, *and* that it was already gassed up. Now how could that be? Maybe the pendulum knew more than the mechanic did! I haven't mentioned how I found out, but I have since learnt that he keeps bees too.

I have another step-daughter 'Jan' who had a real problem with her Mitsubishi car – it kept on getting a flat battery. Having now more confidence with the pendulum, I lifted the bonnet and asked for the cause ... battery OK, starter OK; alternator OK – BUT ?; regulator OK; fuses OK. The problem lay with the alternator somehow, and this turned into a real saga. For me (I am left-handed if this means anything) a problem is

indicated when the pendulum goes clockwise. If it goes anticlockwise it's an OK. If it goes oval anticlockwise, it means OK – BUT something could be wrong – as indeed was the case. To shorten the story here, what had happened was that the badly worn brushes in the alternator were touching *intermittently*. Unfortunately for me, when I spent two hours removing the alternator to get it bench-tested by an auto electrician, I must have gently bumped the brushes into good contact again ... with the result that the electrician pronounced the alternator OK. I spent another two hours reinstalling back into car, and must have gently bumped the brushes again, so that the problem occurred again. The electrician took a solid hour vexing over his dials before he realised the alternator *was* the problem, and had to be removed again by guess who? At least I was saving the labour dollars, and best of all the pendulum remained spot on correct too!

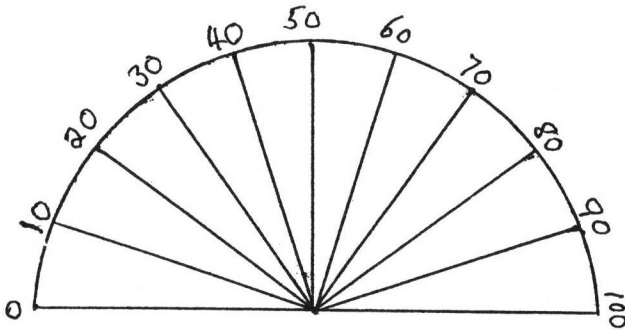
Lesson: – Allow for *Intermittent* Problems.

Tuning the car – Using the Pendulum!

Our Citroën GS has the best refinement in the world ... a set of points the gap of which can be opened or closed by means of a micrometer screw. The only problem is that to get a Dwell reading you have to replace the points and distributor and start the car again to get a meter reading. If the reading is not within range – you have to dismantle it all again and try pot luck. (This is where the pendulum comes in handy). My method is to:

1. Gap the points to recommended gap distance.
2. Make a percentile disc.

Using a protractor, trace out a semi-circle and mark a line for every *ten* degrees at *twice* the scale. viz: –



(You can use this disc for a million other things too, so do a good job constructing it).

3. Then look up in your car manual what the acceptable Dwell Angle should be – e.g. mine is 55° to 59°, so I mark the Disc as shown.

4. Then all I do is hold the distributor comfortably in my lap so that I can suspend the pendulum over the percentile disc with one hand, whilst with the other I adjust slowly the gap of the points until the pendulum comes within the lower range of recommended Dwell. (I choose the lower range because as the points wear the Dwell Angle gets larger, so it makes sense to set it for a longer lasting tune).

That's it. It takes about 30 seconds!

(As for advancing/retarding, I statically tune using a 12-volt bulb).

5. Doubting Thomases (I still like to prove it) will be amazed at this accuracy when they cross-check with standard equipment!

(The author uses his pendulum to find lost objects, examine bee hives, and many other things.

He needs other dowsers to prove a ship-wreck site which he thinks could turn Australia's history upside down. Members who would like to help can contact him at:

3 Philip Street, Heathmont, Vic. 3135, Australia. Tel. 03. 9 870 8829).

THE MONASTIC CULVERTS OF WALTHAM ABBEY IN ESSEX

*A London Lecture given on October 10th 1996
by Beth Davie*

Waltham Abbey Town is situated in the North West corner of Essex on the borders of Hertfordshire and Middlesex, at Junction 26 of the M25 motorway.

Prehistoric remains have been found along the Lea Valley, with flint implements and Neolithic Pottery found during excavation in the Cloister area of the Abbey.

Roman sherds and building material have also been found reused in the Viking Hall in the Abbey grounds.

The name Waltham derives from Weald, meaning "forest", and Ham is "Homestead or Enclosure", and the hall may have been the "Hunting lodge" belonging to Tovi, "Staller" or Marshall to King Canute.

It was on another of Tovi's estates at Montacute in Somerset that the "Holy Cross" was found, and brought to Waltham. The story is told in the book "The Legend of the Miraculous Cross of Waltham". It is a detailed account written by a canon of Waltham in the 12th Cent., and well worth reading.

Waltham Abbey was founded by King Harold in 1060 A.D. as a place to house the Holy Cross of Waltham.