



CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

July
2010

Thirty third year
of publication
www.wessex-sec.co.uk

From the Sump

Saturday 17th, I went to the Air display at RAF Fairford. Now there's a big show for you – reports on the telly said there were 80,000 people there. We started out at 6.00am and were on site before 8. Even so, the traffic queue started at the bottom of the ramp at junction off the A34 & continued for 12 miles until we got out in the car park. We were not keen to rush home, but one way traffic on 'B' roads made it relatively easy once you were out of the site. Nose to tail both ways, but at least it moved!

The show was spectacular with all sorts of amazing displays of raw power by military jet aircraft doing unlikely things. The Red Arrows were great & I thought better than the French team but not by much. As it is the 70th anniversary of the Battle of Britain, there were a plethora of WW2 combat aircraft, Spitfires, Hurricanes, two Messerschmitt bf109s – some 14 aircraft altogether. Very nice to see and hear but all they did was fly along the runway. It was a delayed Father's Day treat from my daughter & although it involved a LOT of walking, I thoroughly enjoyed myself. One thing, if you go in another year, TAKE A CHAIR!

Our own rally was rather lower key, but very enjoyable for all that. I was surprised to see so many already on site when I arrived mid afternoon Friday and I quickly "marked my spot" with a box and tarpaulin so I'd have somewhere to run my engine the next day. Fairground rides, miniature cars and a bouncy castle made it fun for the kids. The traders had a long double row to themselves and are likely to be back with their friends in tow next year as they all seemed to do a good trade. The beer tent & catering did a good trade and entertainment was provided on Saturday evening. A row of tractors, aged commercials, motorcycles and gleaming cars made a great addition to the day out and the horticultural machinery and craft displays really made a rounded whole to the weekend.

But it was the 103 and 106 engines present on Saturday & Sunday that made it for me, especially as I wasn't able to attend the Astle Park 1000 Engine rally the weekend after. Eric has things to say within, but I thought it was very much the annual rally that the members had asked for, supported and attended. Well done us! :o))

Moving the Metal

For sale

Wood-effect glass lined barrels about a foot high. Just the thing for a small cooling tank. £15 each
Phone Kim Siddorn 0117 964 6818

Bentall Pioneer. 1919, hardwood trolley. All correct, impulse Magneto. Needs painting. £1,200

Petter 8hp. 1919, M type. Class One prize winner, totally rebuilt, reluctant sale. Best offer near £1,100.
Phone Eric Gay - 01225 754374

Lister D. 18DH. Sold to Lewis & Son, Kettering on 9/9/37. On a four wheel oak trolley. £90 ONO
Phone Phil on 01933 386800

JAP Model 55. The unusual vertical twin! & apparently unused. Easy starter. Very sexy finned manifold. Apparently in good order. Might swap for something small & interesting. £130.00.

Both above, phone Kim Siddorn 0117 964 6818

WANTED

Lister CS spares or complete engine – anything considered. Phone John Ivens 01934 742144

Lister L type. Fuel & oil pipes to & from the pump & crankcase vent, (the square holed one).
Phone Graham on 07843 583855

Set of four 6" or 8" iron wheels
Phone Richard Gill on 01934 517322

ABC engine. Particularly 1915 250cc Firefly but anything considered. Good price paid for right engine!
All above, Phone Kim Siddorn 0117 964 6818

Bristol & SG SEC Rally, 4th July

By Kim Siddorn

I attended the Bristol club rally as I try to every year. The weather was kind and there were around seventy engines on display. There was a miniature steam engine giving rides to kids of all ages. There were several traders and I bought a few odds and sods including a Villiers Mk3 "Midget" mounted on a display stand. I'm very pleased with it as it starts and runs very easily. I exhibited my favourite, the Stuart Turner flat twin and also a floodlight powered from a Tiny Tim gen set. There was a steady trickle of passers by to talk to & several Wessex friends to chat to - another enjoyable day out.

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

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

Featured Engine No. 42a

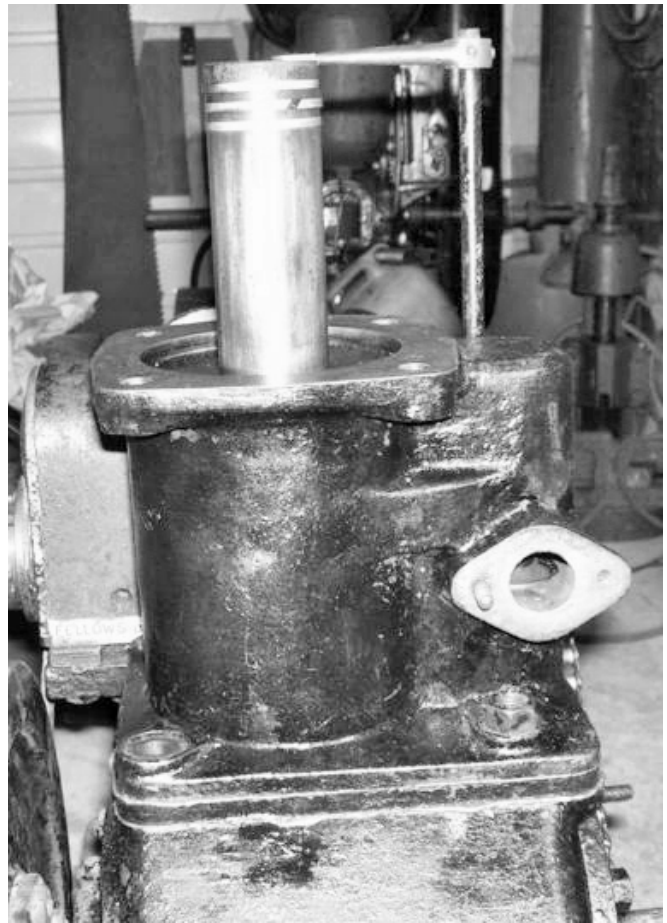
The Record Engine by Kim Siddorn



At the Wessex Midsummer Vintage Gathering there was a plain black engine on an unvarnished & plain looking stand. However, technically it was for me the most interesting engine present. Exhibited – but not owned – by Geoff Davies, a Wessex SEC member, it is a two stroke engine but has no crankcase compression. The label says “Record Engineering, Burton on Trent” and information is scarce to say the least! I only had to hand the photos I’d taken at the Gathering of the engine up and running, but (naturally enough!) the day after I’d posted the master for printing, Geoff e-mailed me some very good photos showing the internals of the Record engine. I have no hesitation in using the “Featured Engine” page to print them.

Left, is the very odd three piston assembly and I had wondered how it was possible to assemble all these pistons and barrels without breaking the rings. However, when you see the pictures, it all falls into place – easy!

You will see from the picture (below) that the



smaller piston has a separate cylinder & this fits inside the bottom of the outer – or middle - barrel.

The wierdness does not stop with the piston(s) and bores because the induction is timed with yet another piston operating in its own cylinder bore, machined into the side of the cylinder barrel. As it is under no great pressure, it is ringless.

The next picture shows the “middle” barrel fitted. This includes the ported sleeve valve that controls the induction charge. It is driven off a separate crank journal.



Calendar of Events

Key. Event – E. Club night - CN
 Aug 1st (only) **Haynes Rally.** Haynes Museum, Sparkford.
 Aug 14/15th. **Beach Party in Trowbridge Park.**
 Wanted engines, driven machinery etc.
 Contact Eric on 01225 754374
 Aug 23rd CN. NOT BH Monday! Speaker: Henry
 Body **A Talk On Speed Records**
 Sat 4th (only) Carnival Country Fair in Trowbridge
 Park, Contact Eric on 01225 754374
 Sept. 18th. **E. Camerton Village Day.**
 Sept 27th **CN Quiz Night**
 Oct 9th **CN. Skittles & Supper Evening,** South
 Parade Club, Frome. Phone Diane Davis 01373
 464982
 Oct 17th **E. Robert's Open Day.**
 Oct 16th **E. Vintage Sort Out** at Cranmore station
 yard.
 Oct 25th **CN.** Guest Speaker, Roger Fowler.
The Burnham-On-Sea rescue hover craft
 Nov 13th **E. Enstone Sort Out,** Oxfordshire
 Nov 29th **CN.** Guest Speaker:- Martin Phippard.
Carara Marble Extraction, Italy. Illustrated
 Dec 5th **E. Crank up** at Nunney Catch
 Dec 27th **E. Mince Pie Crankup:-** Court Hotel
**Dates and venues may change. Check before
 driving!**

Chairman's report *(printed as received)*

By Brian Baker

The annual rally at Semmington this year on June 20th/21st was a credit to Eric and the rally committee who worked really hard to plan it and put it on. All the sections were up on numbers compared to last year, the trade stands were doubled as were the number of paying visitors through the gate. This resulted in a nice profit for club funds; I won't go into lengthy details as a full report by Eric will be published in the newsletter. The monthly meeting at the Court Hotel on the 28th June had a "Hobbies Evening and a Guess the Object" theme as the nights entertainment. There were five members in the hobbies contest, Eric Gay brought along a very nice model steam engine, Kim our editor had items from his Viking display including how the Vikings made silver coins, Michael Jennings had a couple of model boats he had made, Henry Baker had a display of 75 model ice-cream vans, and his brother Oliver had a very impressive display of his musical instruments including several guitars, a banjo, keyboard, ukulele, amplifiers etc. He then gave us a demonstration how he can play the guitar and the ukulele. I asked Diane and Tony Davis if they would judge the entries as there was a £10 prize for the winner. After studying all five of the entries the judges picked Henry and his ice-cream vans as the winner, well done Henry. The guess the object competition had thirty two items laid out on the table, many of which were tools I use in car bodywork and painting. After quite a time examining and looking at all these objects the

members sat down to write out there lists. The highest score of correct answers was 18 out of the thirty two displayed; this was won by Tony Davis who had a bottle of wine for his effort. The last two meetings at the Court Hotel have been down on the usual numbers attending, is there a reason for this? I would like to know. I would like a good entry of engines for the **Mini-Rally at Haynes Motor Museum Sparkford** on Sunday 1st August. No entry forms, just turn up on the day. Enquires ring me on 01749 342671. Other exhibits, cars, motorcycles, static displays etc also welcome.

Social news

Happy birthday to **Pete Gear** on 21st August..
 Welcome to new club members **Gordon Gully, Clive Compton** and **Scott Webb**. As a matter of interest, the WSEC has just over 280 members.

Wessex Midsummer Vintage Gathering

By Eric Gay

"Did yea like that then?" June 19th & 20th, a date that no doubt will be remembered for some time by exhibitors and the crew that worked so hard to get our second Midsummer Vintage Gathering under way. They say that hard work never hurt anyone, well it did not hurt us when we saw everyone in place and the event under way. Last year was a success and this year was even better with in all over four hundred exhibits. The members of The Wessex Stationary Engine Club, told us they wanted a two day vintage rally, well folks you got what you ask for and to you all I say thank you very, very much for your support it makes all the work worth while when we see you all having a good time.

I know I had to give you all a bit of a shock on Saturday morning, but have no fear we will be running another two day Gathering again next year on 18th/19th June 2011.

I have had some very kind people come forward to share the work load - mostly club members but not all and one volunteer is better than ten pressed men. Our first rally committee meeting has taken place and things are under way for 2011.

There will be a new section next year for Military Vehicles & this will be run by new sub committee member Karen Gumm -,a very nice lady and we welcome her to our team., Karen will also be dealing with Vintage Cars. Brian Verrel will be still running the Motorcycle Section. Geoff Davis and his wife Gloria have also joined the sub-committee and they will deal with Commercial Vehicles. Tractors & Horticultural will be taken over by Barry Bristow while I give way to Jamie Coats to run the Stationary Engine section. Keith Sheppard will become responsible for the Models Section, Garry Sainsbury and his good lady have already come up with a draft copy of a full colour Gathering programme for next year - a first for the Wessex. Kim Siddorn will again be trying to keep them Vikings from killing each other, doing some admin & originating the form and, finally, I will be looking after Miniature and full size Steam exhibits, Advertising, Traders, Bar & Catering along with along with & other bits and bobs.

At the event itself, as always our good friend Don Rodgers will be Stationary Engine Steward. Mike Snook and Linda Pike will be official Site Safety Officers (this will keep you all under control ha ha). My dear friend Pete Gear will be our site manager and Brian Verrel will deal with ring events. The old crew will be still carrying on and none of us have resigned. We have just had our work load reduced and to those that have stepped in to help us, I welcome and thank you all for your support. Please remember the old team and myself are here to give you all the support and help we can.

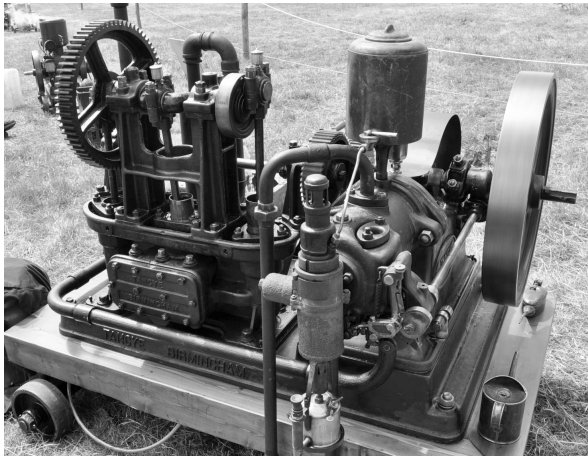
For 2011 we have a professional PA system already arranged along with evening entertainment for Saturday).

My particular thanks to Pete Gear for the loan of his Land Rover "Discovery", what would we do without it? It is used by the team for the full week before the rally and for clearing up afterwards, so a great big thank you must go to Pete and Sue and not forgetting my other best mate and steam engine enthusiast 3 ½ year old Tommy Gear.

Now, all you good people that attended this year's Semington event do not need me to tell you what a good time we had and the 2010 rally was again a financial success. Our gate takings rose three fold, our traders takings were up by as much as 60% so we are well in the black the full figures will be made available at the AGM, so please come along as this is where you can express your views.

Well, that's it for now. I think I have said enough just one more thing and that's **thanks to all of you for your support** it makes it all worth while.

Eric Gay, Chair, Wessex Gathering Sub-committee



Tangye engine & pump at the Gathering

Petrol (Gasoline) volatility

By Rob Armstrong

A note on my own experience, in reply to Kim's request in the May 2010 issue of "Cranking".

Some time ago I restored a Coventry Climax generator set, which also drives my Lincoln DC arc-welder. I should explain that this tropicalised four-cylinder 1910cc engine has a vertical Lucas magneto (with an impulse gear) and an enormous radiator, dropping down well below the level of the crankshaft which makes the usual frontal engagement of a starting handle impossible. This handle sticks out

sideways near the front, to drive bevel gears and a dog clutch to engage the crankshaft.

Trial-and-error has produced this starting drill

1. Oil all the joints on the governor mechanism..
2. Turn on the fuel supply to the AC pump.
3. Pull the choke control fully out, then push it back about 3mm. Set the hand throttle control about 2mm open.
4. Make sure that the magneto is switched "off".
5. Work the pump priming lever to fill the carburettor.
6. Engage the dog clutch and turn the engine two full turns.
7. Switch the magneto "on" . Pull the starting handle sharply upwards over one compression.
8. As the engine starts, open the throttle slightly and push the choke control closed as quickly as you can without stalling the engine.
9. Allow the engine to warm up (about ten minutes) then fully open the throttle to run at governed speed and take up the load.

It is not easy to swing a four-cylinder engine of this size with good compression solidly coupled to a 9kW alternator and a 200 amp welder! However, this method produced first-time starts until very recently. I now find it is necessary after item "5" to remove the carburettor float chamber, empty it into the fuel tank, refill it with fresh unleaded (or premium) petrol from a can and refit the chamber to the carburettor. Then I can expect the usual first-time start.

Wiring a Car Dynamo as an Exhibit

By Mr B W Denny

This is a circuit diagram for a 12v lighting set suitable for coupling to a stationary engine. The set contains a 12v car dynamo and voltage regulator, all obtained secondhand and rebuilt. The unit puts out a regulated voltage of 12v at 48w at 1,425 rpm but capable of 100w at 3,000 rpm with suitable pulleys. The dynamo has been reconditioned and the regulator was from an old Ford 105E car. The set-up has been used at several rallies with success.

