



# CRANKING

April  
2007  
Thirtieth year of  
publication  
[www.wessex-sec.co.uk](http://www.wessex-sec.co.uk)

## The Wessex Stationary Engine Club's monthly newsletter

### From the Sump

It has been put to me that the content of this Newsletter has changed & in some respects not for the better. I am by training an engineer & the stuff I write is of a technical nature – for this is, after all, the monthly journal of a club orientated towards engines! However, I agree that the social content has dropped dramatically this last three months & this is entirely because I have received little of that nature except from the redoubtable Brian Baker & what I've had has all been published. I can only print what I'm sent, so if you'd like to see more about the social life of the club, someone has to write it – just like it says at the bottom of this page!

#### Safety

It has occurred to me that perhaps we (within the hobby, not just the club) ought to think more about Health and Safety at shows. The use of the Capitals is intentional, as I suspect the Health and Safety at Work Act applies to us too, even though we are pursuing our hobby. We are deliberately taking them to a public place with the stated intention of exhibiting them to the public. It is true that our dangerously exposed exhibits are always separated from the public by a fence of some kind, but all too frequently it is a single rope above small child head height and - with no experience at all of moving machinery - they are the very ones we need to consider if the fencing is less than adequate. All those whirring wheels, steaming hoppers and chuffing exhaust pipes – what a temptation....

Anyway, my principal thought here is the safety of other enthusiasts that are on our side of the fence. We all have Third Party Liability cover (TPL), usually through our clubs, but I'd be curious to know just what the small print says about people who are legitimately on our side of the wire. There is a case to be made that, by being an exhibitor, one has taken a greater share of responsibility upon oneself, but that does not absolve the rest of the exhibitors from making every effort to make sure their machinery is safe.

The engines and the machines they drive are difficult to secure safely as they were made in a different age when there was a higher expectation

### Moving the Metal

#### For sale

**Amanco 3hp.1917.** £750 or near offer  
**Fairbanks Morse 3hp Z type. 1918.** Low tension Plugoscillator igniter/magneto. £700 ONO  
**Fairbanks Morse 6hp Z type, 1917.** Low tension mag. Older restoration £650 ONO  
All Class One & good runners on steerable trolleys but have not been rallied for many years. Contact Phill Marshall, Timsbury. 01761 471461

**Allan scythe/mower.** Circa 1950. Spare engine. **Generator,** needs attention. £30.00.  
**Lister L. 1923, 5HP.** On a trolley & ready to rally. £250 ONO. Free delivery within 20 miles of T/ Cloud.  
**Trailer.** Flat bed 5' x 3'. Pin hitch. £30.00  
All above - Parsons, 01761 452565

**Elddis Whirlwind** two berth caravan with awning. £600.  
Nick Bryne 01749 860514

**Small old fashioned box trailer.** Needs some TLC. Has spare wheel, lights fitted to tailboard & 50mm hitch. Tow away for £25 – no offers. Kim Siddorn 0117 964 6818

**Lister D, Petter A.** The D is dismantled but complete. They were "roundtoits" but now the owner finds himself without the incentive to finish them. Wishing to encourage young engine enthusiasts, they are both free to suitable homes. Currently in Brighton but it may be possible to transport to a rally or crank up **Further details upon application to the Editor.**

#### Wanted

**"Stationary Engine "** Magazine. Pre number 49 to complete my collection. 0117 964 6818.

of personal responsibility and – God save us – the exercise of a little native wit! There may be mechanical advantages in having long, waving flat belts, but a broken belt attached to the pulley of a large, over speeding engine would be an experience to witness from the safe distance of it not being yours....

Need we go to the lengths of a secondary enclosure for each display inside the fence and only the exhibitor is allowed inside that area?

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 can be handwritten, (if brief), typed or word-processed - it is the content we're after, not the grammar or spelling, so please don't feel your efforts will be ignored. Opinions expressed in this newsletter may or may not represent club policy

#### Post to the Editor

**J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to [kim.siddorn@blueyonder.co.uk](mailto:kim.siddorn@blueyonder.co.uk).**

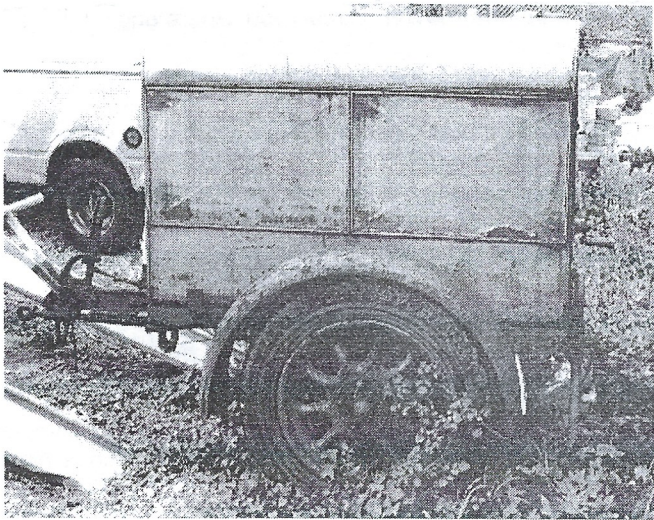


## Featured Engine No. 4

### Robin Lambert's ex – GPO Gen set

Way back in the mid 1990's I was working in Hampshire and parked my van in a private car park next to what looked like a very old G.P.O (General Post Office to our younger readers!) portable winching unit all covered in with a metal cabinet. It was not possible to see inside to find out exactly what was hidden, as rust was beginning to take its toll and the hinges wouldn't move.

I did not think too much more about it until in 2005 I was back in the car park once again and it was still there in the same position, just looking more tired and dilapidated than when I first saw it. After making inquiries with it's owners, they told me it was a generating set and they did not have any plans to do anything with it, so after convincing them that I would like to have a go at restoring it, I became its new custodian.



I had thought to tow it home and even changed the hitch on my van, but after further consideration and bearing in mind that it had not been moved for years, the wheel bearings were probably dry and the tyres looked past their sell by date, it was obvious it had to be brought home on a trailer.

I didn't do much with it for a few months other than soak all the cabinet locks and hinges in freeing oil and in the end this didn't help much. It was more a case of finding a giant tin opener to gain access to find out exactly what was inside! Some tin bashing later revealed a radiator cooled Stuart P55 twin cylinder engine powering a 110 volt DC unit which in turn energized a 230 volt alternator. It looked to me like War Department equipment, probably WW2 on an even older artillery wheeled carriage. Unfortunately, it was almost impossible to carry out a detailed assessment with the cabinet in situ it and it was removed with the aid of an angle grinder. Underneath the trailer, the rusty old nuts and bolts were soon ground away. Jackie & I did have a go at lifting it off, but it was just too heavy for us. Engaging the assistance of a few friends and a First World War

set of rope blocks fitted to a strong beech tree limb in front of our house, the tin box was lifted off the machine.

With the engine exposed a few gentle turns of the starting handle showed that the unit was not seized although there were some horrible squeaks and groans from all over the place. So I topped up all of the greasers on the engine and electric motors then went around with the oil can and splash oil on everything that might conceivably move - including down the spark plug holes. With the spark plugs business ends exposed, the sparks were not very good, but a good clean of the magneto points created a tremendous spark. good enough to burn the paint off a door!

Unfortunately the large 6 or 7 gallon petrol tank looked a bit sad inside, lots of rust, this would require a new tin of tank sealant to make it healthy again, as there is nothing worse than small particles of rust finding their way to the carburettor and blocking the jets. If anyone hasn't used this tank sealant before, it's essential to give the tank a good clean out and I usually do this by dropping in several old nuts and bolts (*count them in and out unless you want an annoying rattle! – ed*) plus a length of chain with a pint or two of paraffin and then a good slosh around with this mixture will usually shift all the loose bits of rust.

After draining out this mixture then a couple of flushes, the tank will need to be vented and dried inside before pouring in a can of sealant It's a bit like treacle so you need to imagine were it's to with your minds eye and then when you are satisfied that the whole area has been covered, drain the surplus back into the can.

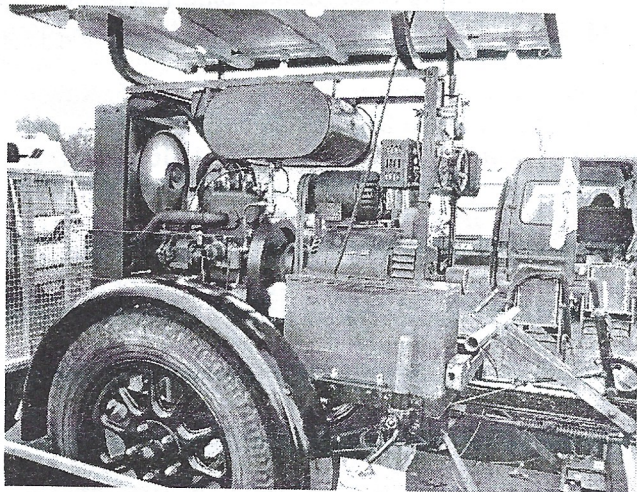
I now felt that it was time to see if the engine would actually run, so with the fuel tank still off I filled up the carb bowl, set the choke lever and gave her a few swings on the handle and away she went with the revs up to around 1500 the governor cut in and it settled back nicely to around 1400 picking up again if it dropped any lower. Optimistically I nipped around to the other side of the engine to view the control gauges, but nothing was working, too much to hope for at this stage. You will have read in recent newsletters how the electrical problems were sorted out by club member Rob Armstrong? Well, without his expertise, I would not have got the many problems put right.

So now the situation is that we have everything up and running and it's time to lift the mechanical bits off the trailer, quite a simple job was this just undo 4 nuts and bolts and crane it off.

I needed to carry out restoration work on the trailer. This is always a filthy job with rotary wire brushes and scrapers, but I did find a useful tool at Frome Market, an emery flap wheel to fit in an electric drill, it was very useful and I would certainly use one again, particularly on large flat areas like mudguards.

The trailer must be dating back a bit probably between the two world wars as it has 600 x 20





wheels, I am still looking for a spare wheel and tyre so if anyone has one give me a shout, but the stud hole dimensions vary on many of these wheels.

With new brake cables installed, rust treatment and several coats of paint the trailer was completely restored and the generator unit fitted back on. My next thoughts were how to present this as an exhibit, no problem at all if the weather is fine, but what if it rains? Water & electricity do not mix, so I decided to make a canopy similar to that which might be found on a traction engine. I did consider restoring the original cabinet, but it would have meant that hardly anything of the engine or generator was visible. I fabricated the curved roof with the aid of some old iron bedrails, some flat tin sheet purchased from Matthews of Keynsham and some nice curved ribs, expertly cut to size by Tony Davis in his workshop. Now I have a weather proof lid, all the workings can be seen and should it rain everything will work safely.

One small alteration I have made is by fitting a small extra fuel tank for starting and warming up purposes, when I can change over to a mixture of petrol/paraffin to help ease the running costs. The engine runs quite happily on this mixture although it is a little smokey. If any club member has any knowledge of Stuart dating it would be nice to put a date to this engine — S/N: P55 20978 6hp

## Auction at Chardstock

By  
Mike Hodgson

I paid a flying visit to this sale on Friday 16th March. It was located twixt Chard and Axminster in sunny Devon and consisted of the contents of the village garage and the owners collection of cars/engines etc.

The majority of the items were car related but there was something for everyone.

The sale was well attended and by 1pm a fair size crowd had assembled. Weather was fair, catering could have been better and the organisers had failed to supply toilets! Therefore, the hedge at the bottom of the field was utilised by many.

The sale started ten minutes late at 2:10pm and unfortunately I had to leave soon after, so no prices I'm afraid. However, I did take a few pictures of some of the items on offer and they can be viewed on the following link -----

<http://home-and-garden.webshots.com/album/558222558nogmvs> and Mells photos (like the one on the left!) at the URL <http://home-and-garden.webshots.com/album/558578988ZjkhQh>

## Calendar of Events for 2007

**May 6<sup>th</sup>. Club trip** – Self-drive visit to the SS Great Britain in Bristol Docks. Please gather by the entrance at 11.00am

**May 21<sup>st</sup> Club night. Extraordinary General Meeting** and Members Evening:- Bring along ten photo's or slides on any subject. There will be a prize for the best effort.

**Jun 6<sup>th</sup> Event.** D-Day evening crankup, Old Down.

**June 9<sup>th</sup>/10<sup>th</sup> Event.** Wiltshire Agricultural Preservation Group steam & vintage rally, Rainscombe park, Oare nr Marlborough. Stationary engines entries invited. Phone Graham on 07843 583855 or [raymondeverlong@blueyonder.co.uk](mailto:raymondeverlong@blueyonder.co.uk)

**June 15/17<sup>th</sup> Event.** Lister-Tyndale Rally, Berkeley Castle. Details, 01453 546024

**Jun. 25<sup>th</sup> Club night.** Julian Wood. An illustrated talk on Stirling engines.

**July 1<sup>st</sup> Event.** Bristol & SGSEC Club Rally.

**Jul 30<sup>th</sup> Event.** Evening Crank Up, Court Hotel, Chilcompton.

**Aug 5<sup>th</sup> SUNDAY ONLY. Event.** Our Annual Rally at Haynes Motor Museum, Sparkford, Yeovil.

**Aug 20<sup>th</sup> Club night.** No meeting this month.

**Sep 2<sup>nd</sup> Event.** Crank up, Camerton Village Field In aid of the Babe Appeal.

**Sep 24<sup>th</sup> Club night.** A digital presentation on a Vintage Theme. Speaker:- Colin Baker,

**Oct 6<sup>th</sup>** Skittles and supper evening at Butler & Tanner, Frome.

**Oct 20<sup>th</sup> Event.** Vintage Jumble - Cranmore station.

**Oct 29<sup>th</sup> Club night.** An illustrated talk on Narrow Gauge Railways in France and Austria. Speaker:- Roger F. Newman,

**Nov 10<sup>th</sup> Event.** Engine Jumble, Enstone Airfield, Oxfordshire. Off the B4022.

**Nov 26<sup>th</sup> Club night.** The Life of a Victorian Chimney Sweep. Speaker:- John Sanson

**Dec 2<sup>nd</sup> Event.** Crank Up at Nunney Catch

**Dec 27<sup>th</sup> Event.** Mince Pie crank up, Old Down Inn.

### Brian Clifford

Robin Lambert tells me that Brian Clifford has passed away. This is sad news, another well known face missing from the summer line ups. His last event was at Mells where he was a few engines away from Robin. Although not a Wessex member, he was supportive of our events and has attended the Daffodil Rally for many years. Our condolences to his family and to those who will fondly remember him.



### Chairman's Report

The March meeting at the Old Down Inn was once again well supported with the room packed with members who had turned up to hear our guest speaker Jonathon Hockedy give an illustrated talk on banknotes of WW2. Jonathon has a large collection of notes that were issued in the various countries under Axis Powers domination during the war. His talk was very educational and historical, and he had obviously done his homework and research on the subject. Well done Jonathon. Jonathon used to be our "junior reporter", is currently at Exeter University learning languages, but is soon going to a university in Saudi Arabia to further his studies. We wish him all the best in this new venture, and he told me he will keep us informed of his progress.

During the interval, we held our usual grand raffle and a huge number of prizes were on offer thanks to the generosity of the members. As I was about to start the raffle, I was interrupted by Diana Davis who presented me with a book entitled "Beautiful Engines". It was inscribed *"In appreciation for your dedicated service in producing the newsletter for the last twelve years, from the committee and members of the WSEC"* This is a brilliant book, an American publication featuring lots of engines I have never heard of. I shall really treasure this gift. Thank you one and all, especially the member who chose that particular book.

Member Nigel Scourse from Athelney near Taunton came to the meeting to tell me that WSEC members have been invited to attend the Jenny Jefferies open day on the 29 April. I announced this at the meeting and Eric Gay has organised a minibus to take more than 20 members to Sussex. Hopefully we can have a report on this in a later newsletter.

### Official Notice of EGM

**There will be a short EGM at the May club night in order to elect a Vice-Chairman. There are two nominations for the post.**

### Daffodil Rally at Mells

*I've received news of this rally from three people (Andrea Feeney, Robin Lambert & Mike Hodgson) plus input at the recent committee meeting. I thought I'd put together a report from what they said.*

The Mells Daffodil Rally has been a fixture in the Wessex calendar for quite a few years now. The weather has been bitter, wet & windy but this year it was just lovely – warm, sunny and just a hint of that spring nip still in the air. No less than seventy three club members and friends brought exhibits from all over the south west and further afield. Mo Duke from Chard, J White from Exmouth, Alan Vickery and Ray Bassett from Basingstoke to mention only a few.

Robin Lambert's Stuart Turner P55 powered generator was a blaze of bulbs & powered a radio cassette recorder from which issued forth such music

as Charlie Kunz & the Casini Club Band and at least on one occasion, Robin was seen to be cutting a rug with Diana. Tony next door was quite oblivious of this, being taken up with his Denis Z5, saved from the scrap man in 2006.

Carl Stevens with his 1946 Lister D was accompanied by M. Stevens and that versatile little engine, a JAP 2A of 1952 vintage.

RG Lodge brought his WF Wilcox supplied Czech engine. It was hard to date it – or even to start it, actually .... Generated a lot of interest though.

Paul Chant had his newly acquired Parsons HP80-160

engine running every hour upon the hour. It is a big, thirsty brute of a thing & he can be forgiven for

not wanting to contribute to the club's ever-growing carbon footprint and empty his wallet at the same time!

*Kim says – I used to own this engine & members may recall my article about it in Stationary Engine Magazine a year or so ago. It has seen little use. Although a marine engine, it was used in a rope works before and during WW2 as a back up in case of fire. There never was a fire, so it was started for an hour on Friday afternoons.*



Finally, our commiserations to Fred Biggs who intended to display his Ford Anglia with a Harry Potter theme. Unfortunately, his magic failed him & it broke down just outside the show field and he had to be towed home!

The organizer made a point of asking Robin to thank everyone who attended this charity-based function and estimated the public attendance at over 10,000, breaking any previous record. The club's grateful thanks to all those who helped pack up the ropes and pins.



**John oils the wheels whilst Brian Munt & Grandson David pose with Brian's German Street organ**