

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

April

2012

Thirty fifth year
of publication

[www.wessex](http://www.wessex-sec.co.uk)

-sec.co.uk

From the Sump

Something a little more mainstream for our readers of Featured Engine this time! Reviews are mixed on my eclectic choice of what kind of engine to feature. Well, ladies and gentlemen, as has been said before (and in the skirt box of every edition!) the answer lies in your own hands – I would very much welcome contributions of anything even vaguely relevant to agricultural or industrial engines, their use, lifetime experiences, notes from old diaries by service mechanics. Reminisces and downright nostalgia for the way things. I am not one to nag and quite cheerfully find stuff to write about – something which I don't find hard to do – every month. But if you want to see stuff that I didn't write, then the solution lies in the mind of another. Preferably several others....

There is always a flurry of activity in April what with the Enstone Sale and the Nunney Crank Up on the same weekend. Unfortunately for me, my other hobby found me in Greenwich talking to (amongst others) the Archbishop of Canterbury and TV reporter John Sergeant! There will be a programme about the Royal Borough of Greenwich on ITV in June and you can see how it all went then.

I was stood in a crowd the other day and the man next to me was obviously an American. He was chatting to his wife and after a while turned to me and said "Hey, you're English aren't you?" I confirmed his suspicion. "Could you explain something to me? I come from California and it doesn't rain much there. We had a drought there that was seven years long – never rained once. How come droughts are different in England – the trees are green, the grass the same and here I am soaked to the skin because its been raining off and on all day! Can you tell me how we can get some English droughts in my home State?"

Unfortunately I couldn't help him, but it did make me think that we are more fortunate that we know to live in our unpredictable climate where you get such odd waves of weather sweeping across the country. I understand we are promised snow flurries in May which I must say is rather pushing it.

So, next time you have to mop rain off your shiny paintwork for the third time that day or struggle with seven hundredweight of uncooperative iron in the mud, think that things could be worse!

Moving the Metal

For sale

Lister 'D' on good trolley. Fair runner. £100

Petter A1 on good trolley, partial restoration. All complete with good Magneto. £80

Petter A1 parts. Block/Crankcase/ Flywheel/ Casings & Brass plate /Fuel tank £30

Bamford EG1 on good trolley. Good runner £100

Pulley 12" Dia 4" Wide 1.425" (36 mm) Bore. £15

Harrison L5 Centre Lathe. Gap bed. 10" swing. 22" between ctrs. Travelling steady. 3 & 4 Jaw chucks.

Some tooling. S/Phase 1hp motor. Quick change g/box & change gears for screwcutting. £550

Boxford CUD Lathe with 3& 4 jaw chucks, faceplate, steady, tailstock chuck centres and some tooling.

S/phase motor. £695 ONO.

All above Phone John Light 07885 466464 Farmborough

Fairbanks Morse centrifugal water pump. £90. Phone John Emery 01761 451665

Dennis, 640cc Type 75, 1947, restored and on a trolley. As seen at many local events. £200 OVNO.

phone Tony Davis on 01373 464982

Petter, 1926 1.5hp patent safety petrol engine. Restored and on hardwood trolley. Full history – ready to rally. £600 ONO.

AND I have various mags – give me a ring.

Lister 'A', 1934, 2.5hp, tank cooled. Restored & on hardwood trolley. Full history – ready to rally. £450 no offers. All the above - Eric Gay 01225 754374

WANTED

No. 52 Steel Detachable Chain as used on conveyors. Looking for 10 yards, but any quantity will do.

Phone Gerald Atherton - 01934 852670

Stuart Turner R2Y cylinder side plate with "STUART" cast into it.

Phone R. Champion 01275 892944

Tilley lamps – WHY?

Phone John Ivens 07812 385536

Vincent industrial engine powered compressor. **Pultra lathe or parts.** 1510 Or 1710 considered.

B T-H Competition magneto. For my cammy Norton. Anticlockwise from the points end. Thick base preferred although not essential. Good price paid for the right magneto!

Audio reel to reel tapes. 7" preferred, any size considered – WHY?

Above, phone Kim Siddorn 0117 964 6818

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

Phone - 0117 964 6818

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

Featured Engine No. 64

Josef Walter Flat Twin By J Kim Siddorn

Many readers will be aware of my abiding interest in small generators, especially those made for War Department service. I especially like air cooled flat twins and have ABC. Norman, Coventry Victor and Stuart Turner engines in my collection. I had never heard of the Walter flat twin, built by the firm of Josef Walter of Bohemia (now Prague in the Czech Republic). Of about 100cc and rated at 1.6bhp at 3,000rpm, this little engine originally drove a 220volt generator turning out 500watts. By comparison, my similar Stuart Turner flat-twin is rated at 1'bhp and drove a 24volt 300watt dynamo. It is, however, at least a third as big again as the Walter.

At the time of writing only three Josef Walter flat-twin engines are known to me. There is my engine (s/n 2210019), one in Germany (s/n 2210031) and a third that appeared on eBay in Germany back in 2005 (s/n 2210044). Mine carries a data-plate on the aluminium cowling and the date shown is 1944.

Tom Goepfrich was the owner in sunny Florida USA and although the purchase price was perfectly reasonable, the cost of shipping it to the UK doubled the price. Still, I did want it Quite A Lot ... It appeared on my doorstep just five days later.

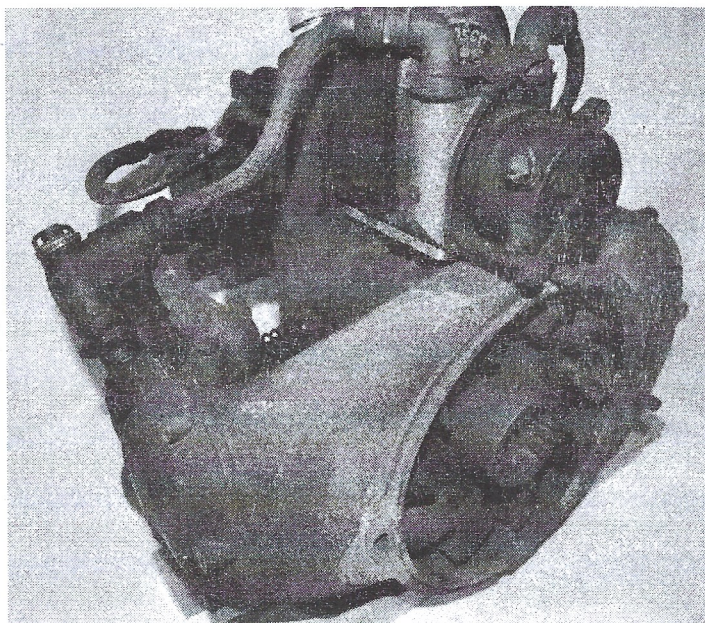
As you'll see from the photos, it is uniformly black all over and the other one of which I've seen photos is the same. It occurs to me that this may be an original finish for war service. I suspect that the engine has been under a bench for a very long time.

Knowing that it was seized, I took a two-foot adjustable spanner to the starting shaft; it moved so easily I thought it had snapped off, but no, it rotated, if a little stiffly at first, then more easily. The valves opened and closed on the right-hand cylinder (looking from the timing side), but the tappets came out and stayed out on the left-hand cylinder. They were bright and shiny, and after tapping them back in a few times one was moving slowly back to its seat under spring pressure. A few days of Plus Gas restored them both to smooth action.

Heartened at this, I clamped my electric drill to the starting shaft and gave it a low-speed spin for a minute or so. It freed-up visibly, the torque on the drill decreasing as the seconds went by. I then put the sparking plugs in and it made that fourstroke noise that engines do when they have compression.

Now came the perennial problem - "to strip or not to strip" "to restore or not to restore". The engine has separate aluminium heads on cast-iron cylinders and I am not too keen on taking it to pieces as seized screws, corroded bolts, snapped studs, damaged head gaskets plus the need to make new paper gaskets awaited me, so after much thought I have decided to exhibit as it is. I will enjoy displaying it with its dark oily complexion untouched for 70 years.

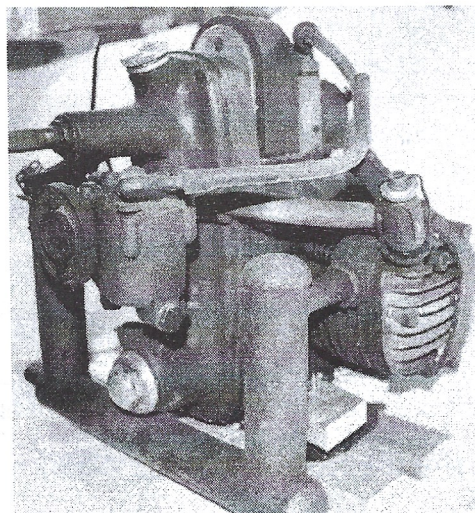
There was no sign of oil on the exterior so I assumed it was empty, but no, it was up to level with dark oil that was smooth to the fingers and devoid of brass dust.



The Bosch magneto is rather archaic for the year with its exposed magnet and was without sparks. Out came the points on their base for a complete strip. The fixed and moving contacts were faced using 1000 grit wet-and-dry and then reassembled. I was impressed with the quality of the engineering. On the periphery of the points cam there is a narrow band of woollen cloth about 1.5mm in width which sits in a groove and lubricates the heel of the moving point. Good stuff considering that it was made in 1944 when the Germans had other things on their mind

The spark plugs that came with the engine were externally corroded, but almost perfect internally. They were wet with penetrating oil, so I torched them until all this flamed off, leaving only pale grey steel. The shrouded leads were cleaned and refitted. I could not resist the temptation, so I poured a drop of petrol into both plug-holes, fitted the sparking plugs and cranked it over with the electric drill. It spluttered then fired twice on one side but only popped and banged on the other as the exhaust tappet was still a little stiff, but it was firing in the cylinder at approximately the right time, all very encouraging.

If all goes to plan you can see it at the Wessex Vintage Midsummer Gathering and the following weekend at Astle Park. I'll bring the Stuart Turner along too for comparison.



Calendar of Events

Key. CN = Club Night. CU = Crankup E = Event

May 26/27th. Selwood Rally. Southwick, Nr Trowbridge BA14 9RH. Forms from Mrs Pearl Francis, 45, Stonebridge Drive, Frome, BA11 2TW. <http://www.selwoodvintage.co.uk/page6.html>

May 28th. CN. "The Longleat Rallies" by Stuart Ashman

June 9/10th. West Bay Rally.

June 16/17th. E. Wessex Midsummer Vintage Gathering. Our club rally at Semington.

June 23/24th. Event. 28th 1000 Engine Rally, Astle Park.

June 25th. CN. "Mary Rose". Talk on the Tudor warship by Bill Moore

July 21/22nd. E. West Oxen Steam & Vintage Show. Ducklington, Whitney, OX29 7TY (*junction A40/A415*)

Info: Anne Harris 01367 810415

July 29th. (Sun) E. Haynes Motor Museum. Mini rally at Sparkbrook. BA22 7LH. (*Subject to building work being completed. Details later*)

July 30th. CN. Crank Up at the Court Hotel.

Aug 20th. CN. Early due to holiday. In house quiz.

Sept 24th CN "Engines at the 1000 Engine Rally" by Kim Siddorn

Oct 6th. (Sat) Skittle Match at South Parade club, Frome.

Oct 13th. E. Wessex Autumn sortout at Cranmore Station Yard.

Oct 29th. CN. Other Hobbies evening.

Bring stuff along to illustrate a table display or talk about it!

Nov 12th. (Sat) Autumn Enstone Sale.

info: Anne Harris 01367 810415

Nov 26th. CN. Photo presentation by the members. Bring along ten photo's or slides. Prize for best effort.

Dec 2th (Sun). CU. Antifreeze Crank Up at Nunney.

December – No meeting this Month.

Dec 27th. CU. Mince Pie Crankup at The Court Hotel
All events are listed in good faith. You should always ascertain if an event is taking place before you go. If in doubt, ring Brian Baker on 01749 342671

Chairman's Monthly Report

by Brian Baker (*printed as received*)

I'm pleased to say my request at the AGM for members to come forward and fill the vacancies on the committee was to a certain extent answered. Prior to the AGM Herb Gane said he would stand again, despite previously serving as Chairman and committee member for many years, (thank you Herb), Herb was duly elected on to the committee. Then after the meeting Brian Coles and Tony Davis told me they would consider joining the committee, Tony had previously served on the committee for several years. Another, completely out of the blue surprise for me was when Brian Coles wife Jackie volunteered to be secretary. So the number of members on the committee was doubled overnight. We have since had two committee meetings with the

new committee working together extremely well, and the splendid work Jackie is doing as secretary has certainly made my job much easier. Thank you very much to the new recruits. All we want now is for a member to take on the job of membership secretary, dealing with the subscription renewals each year, if you are interested please give me a ring. The spring "sortout" on March 3rd was well attended despite a adverse weather forecast, however the rain held off and the buyers continued to come in, at the end of the day the numbers of stall holders and buyers were slightly down on the previous one but this I'm sure was due the dreadful forecast from the met office. I was really pleased my request for volunteers to man the gate was answered, a steady stream of you manned the gate taking the money, which took the strain off the few committee members who done this in the past, and Diana Davis collected the money from the stallholders which was another job I didn't have to do. Thank you Diana. The meeting at the Court Hotel on March 26th had our ex Junior Reported Jonathon Hockedy as guest speaker, entertaining us with a talk on banknotes of World War 2. Jonathon's talk was about the new currencies that were issued when a country was occupied by an enemy, and again the currency change when they were liberated. This talk was very well researched and presented by Jonathon and was a very informative history lesson with facts about the countries that were affected by the conflict in Europe. Jonathon has progressed from the time when he used to send me lots of articles for the newsletter when I was editor and he was still at school, to a civil servant working for the foreign office in Whitehall as an interpreter, he told me his office looks out at the door of number 10 Downing Street. The time Jonathon spent in the Middle East learning Arabic has certainly paid off for him. Well done Jonathon all the best for the future from all of us at the "Wessex" The visit to Sammy Millers Museum on Sunday April 1st only attracted TWO MEMBERS. Only myself and Phil Marshall attended. I know some of you have been to Sammy Millers in the past, but such a poor response from a club with around two hundred and eighty members is deplorable. The only thing I can say is I enjoyed the visit immensely, with around four hundred machines on display it brought back a lot of memories from my twelve years as service manager in a motorcycle workshop for Triumph works rider Jim Alves back in the sixties. Some of the bikes were the only surviving example in the world, some I had never heard of, the condition of the bikes, some of which had been restored in the workshop on site were superb. I took loads of digital photographs, and as the committee have voted to purchase a digital projector I can put on a evenings entertainment to show you all what you missed by not attending the visit. On a very wet and miserable Easter Monday I paid a visit to Mells, what a difference from the week before when it was hotter here than in Spain. However with an entry booked in

of seventy plus Robin actually had fifty eight engines on display, a very commendable effort, well done to all who turned up. I noticed that the area where the classic cars are displayed had around twenty exhibits where there are normally around one hundred plus. I expect someone will do a full report on this event for the newsletter. More from me next month.

Warminster to Gillingham Road Run

Sunday 26th Feb. By Robin Lambert

With blue skies and sunshine starting the day off things looked very promising for the Historic Commercial Vehicle Road Run to Gillingham. The towns main car park at Warminster began to fill up around 9am for a 10am departure with all sorts of lorries, flat beds, tippers, tankers and artics with a complement of small and medium size vans and pick ups plus military vehicles and a few old cars.

At 10am on the dot a staggered convoy left the car park and headed for Longbridge Deverill where they turned right for Hill, Brixton, Monkton and Kingston Deverill where they all climbed up a long hill to the top of the downs and then dropped down to Mere then on to Gillingham. On arrival the four parking areas were soon filled up as stewards located all the various classes many of which had travelled from all directions.

A lot of Wessex Members were in attendance here, some with vehicles and others just viewing and taking in the moments of the day. It was nice to see Peter Holloway here as our paths don't cross too often. Pete told me he had arrived in a vintage Scammell showtrac which had taken its driver one and a half hours on the road from Yeovil, slow going indeed, but that's how things used to be.

Steve Payne from Semington took along his U.S Army truck which looked in prime condition as Steve explained it was a major chassis-up restoration, Made in 1942, this rang a bell with me but i could not think what it was!

Wessex photographers were out in force, Duncan Moss was pointing his lens as was Colin Baker aptly assisted by Justin, and Val and Alan Rogers had dug out their vintage 35mm camera, no doubt not to feel out of place amongst the aged exhibits.

I always make for the upstairs cafe for a nice mug of hot tea and a very nice tasty hot pasty and although the cafe is very large, this year half the area was taken up with the Gillingham Brass Band and to the music of The Great Escape with visions of Steve Mc Queen on his motor bike, my pasty was soon devoured.

A large nuts and bolt stall with just about every fitting you could think of was doing a good trade and close to it was a SCATS store which has everything you can imagine for sale. I usually buy a 25 kilo bag of salt here, not to put on my chips but to mix with fine dry building sand and brush in between the brick paving on our drive - it really does stop any weeds growing.

Mells Daffodil Day - Easter Monday, 9th April

By Robin Lambert

I cannot begin to imagine what was going through the minds of intending exhibitors days prior to this event as like me I am sure you would all have been watching the abysmal weather reports for the bank holiday and what for many of us was to be their first day out of our rallying season.

After marking out the field on Sunday morning with Adrian and Tony I must admit when we left the field I wondered how much of the 200 mtr engine line would be filled with exhibits. Well I felt so proud of you all as on Monday no less than 56 exhibitors trundled through the entrance and made your way to the engine line and by 9 30 most were unloaded and ready to start up.

Many of you had travelled long distances from Exmouth to Basingstoke and the South Coast to Gloucestershire bringing with you some nice engines that made an impressive show.

We had some nice exhibits brought along by visiting clubs which all added to our display and it was nice to see club member Glen James back on the rally field after a forced absence, also Dennis Hudd was back in action, so well done to them both.

First time exhibitor but no stranger to the event was Sam Jackson, Sam usually brings his vintage Bullnose Morris but had a change this year.

For the first time at Mells we had a working Drag Saw and what an interest it caused, crowds gathered watching the giant blade part off large dart board shaped chunks from the huge tree butt Well done to Neil and his team for bringing this along as a lot of work is involved in the hauling & setting this up.

Although our section was well supported, I believe the Car, Lorry, Tractor an Motor Cycle exhibits were down on previous years as were the stalls down in the Village.

On the field was the Somerset Sound Bus with Emma Britain in control of the air waves and a huge Fairground set of Dodgems to keep the youngsters happy plus a stomach churning Rotor ride, plenty of food vans and beer tents which also provided music by solo artists & groups all day long.

By 3 30pm, a lot of the visiting public were making their way home and it was time for us to lower the ropes and pack up.

I must say a big thank you to all who came and supported this event under not very nice conditions and hope that you have all dried out, Also a big thank you to everyone who helped rope up and pack up plus the Ladies who did insurance checks. Without your help this event could not take place.

Finally ...

A warm welcome to new member Mr Peter Frost from Bath.