



CRANKING

August
2007
Thirtieth year of
publication
www.wessex-sec.co.uk

The Wessex Stationary Engine Club's monthly newsletter

From the Sump

It being our fortieth wedding anniversary on Sunday 12th August, Hazel and I went off to Welsh Wales for a few days. After tramping then boating around Ramsey Island off the Pembroke coast, we drove on up to the Internal Fire Museum on Sunday, spending a happy day pottering about amongst the engines.

I'd not seen their award-winning blast injection Sultzer in action, so Paul was kind enough to start it for me, an arcane piece of complex and mystic ceremony not devoid of risk as with all blast injection engines. It ran beautifully, whirring and tacking away to itself, the various antique solutions to making a heavy oil engine go making a number of interesting studies.

The rare lamp start Clayton & Shuttleworth two stroke Diesel was also caused to function, being a lot simpler to start.

As Paul Evans (the curator and owner) and I know each other a little, I was allowed to get my hands a bit grubby assisting volunteer Bob Leonard in getting a 10bhp Bamford horizontal engine to go. It is an unusual beast, was bought at auction in Class2/3 ish condition & is at the museum on loan.

Although it probably has not worked hard in its life, it shows the traces of a succession of unknowing hands – for instance, it has a direct draw carb & the Lister D tank was mounted well above the carb on a bit of steel tube. Bob tried various positions for the tank & finally got it to fire, the Wico book mag providing a surprisingly good spark. There followed some fiddling with the carb, but eventually it was reliably eight stroking without load & not running too rich. The water tank was filled and despite a number of pipe leaks, the engine fired up again and settled down to a steady beat.

Sadly, after about twenty minutes, it blew the head gasket in a cloud of steam, the engine being stopped smartly without damage, water squirting from the exhaust!

A search for the correct spanner ensued, followed by the removal of the cylinder head, revealing a gasket which proved to be of graphited cardboard, not a material suitable for the task. Bob took it away to make a new and better one.

Moving the Metal

For sale

Briggs & Stratton ZZP generating set, restored. £150.

Ruston Hornsby PT on trolley, restored. £150.

Wolseley WD 1.5hp on trolley, restored. £170.

Bamford EG1 1.5hp on trolley, restored. £180.

Lister D & Lister H1 pump on wheels, restored. £180.

All above - phone Mr P. Newton. 01373 812461

Kerrison Predictor generator. Complete & mounted on a trailer. Never seen another! – ready to tow away. £350.

JAP 2A driving a small compressor. On a steel carrying frame, Unusual first exhibit. £95.

WW2 Lauson engine driving a small compressor. On a steel frame. Even more unusual first exhibit. £95.

Both restored & painted to a high standard.

Petter A1 on four-wheeled trolley. Still in its Admiralty grey paint. Frugal first time starter. £95.

Petter PU8, rare WW2 marine engine on wheeled carrying frame. Not run for a couple of years £95.

WANTED - "Stationary Engine" Magazine. Now only missing 16, 17, 18, 19, 24-34, 36. Have early copies to swap!

All above – phone Kim Siddorn 0117 964 6818

Amanco 3hp. Restored & ready to exhibit. £500.

Phone R. Savage, 0117 962 2028

Amanco 2.25hp. £650 ONO. Restored using many new items & mounted on 4-wheeled trolley. Was exhibited at Mells 2006. Getting too much for me now.

WANTED - Flywheel magneto for 1.5hp Ruston PB. Must be complete & with brass starting dog.

All above - phone Richard Gill – 01934 517322

Allan scythe/mower. Circa 1950. Spare engine.

Generator, needs attention. £30.00.

All above - Parsons, 01761 452565

Chaff cutter. Good condition - £20.

Grindstone, foot operated £25.

All above, phone Dennis Hudd 01225 754749

Drummond lathe. Good condition, bench mounted with .1/4hp motor. £80.00 - phone Gordon 07941 724625

Stuart Turner P55, Free to good home.

Phone Geoff on 0161 941 1167 (Near Astle Park)

This column works!

Several items & engines sold here last month

Please remember to phone the editor if it sells.

Ads will be run for two editions in future. Please resubmit if you need to – a phone call will do.

It was a great day out and the time simply flew by. They have a shop selling "paraffinalia" - books, some engine bits, nick-nacks etc. If you have anything you'd like to donate, please take it along when you go on the coach trip in September.

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.

Featured Engine No. 8

Clayton & Shuttleworth semi-Diesel

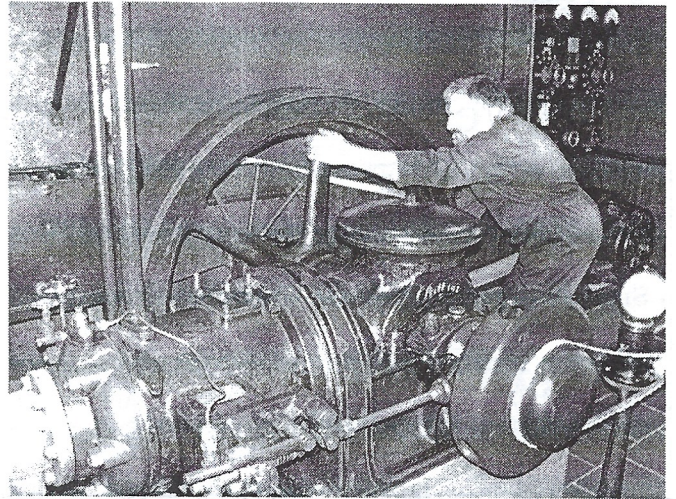
By Kim Siddorn

Joseph Shuttleworth (1819-1883) was born the son of John and Rebecca Shuttleworth of Dogdyke in Lincolnshire, where he inherited a boat building business. He formed a partnership with Nathaniel Clayton, an iron foundry owner in Lincoln. Together they set up and developed a successful engineering firm, Clayton and Shuttleworth, and specialised in building steam engines and agricultural machinery.

Joseph Shuttleworth married Sarah Grace Clayton in 1841 and had two sons: Alfred and Frank. In 1902, at the age of 57, Frank Shuttleworth finally married. His bride was Dorothy the lovely 23-year-old daughter of the Vicar of Old Warden. The marriage was short lived as he died in 1913, his widow going on to found the Shuttleworth Collection at Old Warden airfield.

Although many steam engines and other agricultural machines are still to be seen in use at heritage events, few stationary engines constructed by the company now exist, this example being donated by Alan Hutchings of Seaton Junction in Devon. It is a horizontal, lamp start, reed valve semi Diesel. A low pressure sprayer sprays onto a surface heated by a blowlamp and once running, the heat of combustion keeps the hotspot hot. Fuel is the usual 35 second agri diesel.

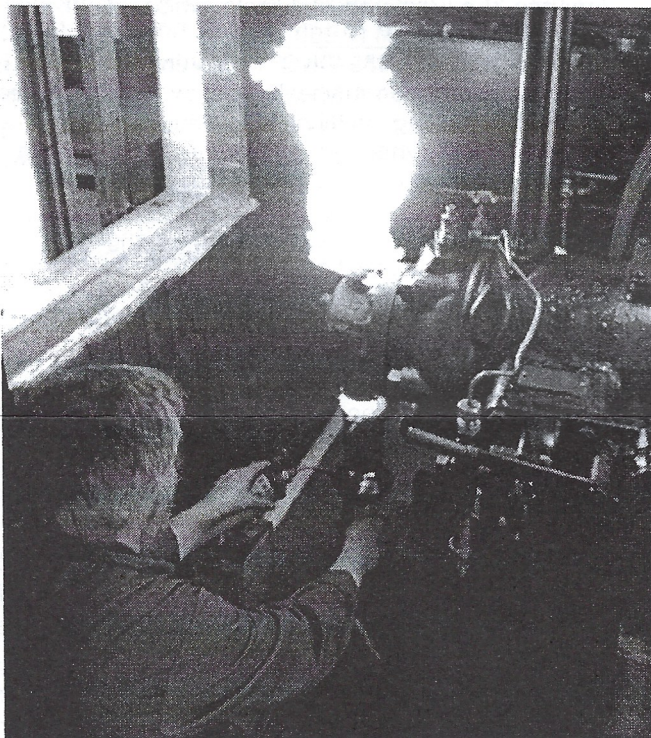
initially hard to start, so a new reed valve was made & now the staff are used to her the engine can be started by bouncing off compression, although air start is available.



The hard way – bouncing it off compression

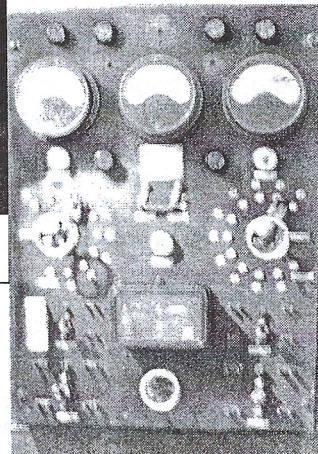
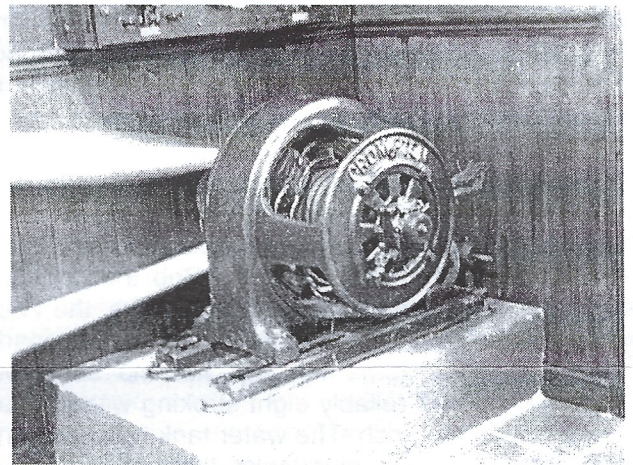
Although designed to run at up to 360 rpm, it currently works at 190 rpm. It is fitted with the heavier "electrical flywheel", so it is now belted up to a Crompton dynamo & is in progress to be fully operational. You can see a video of the engine running at

<http://www.youtube.com/watch?v=qzx-yNgAV7o>



Lamp start – a close up of the business end

The 1923, 20 hp JA type engine was in poor condition when first rescued and amongst other things, a new cylinder head had to be cast and machined. When installed & first run at Internal Fire, the engine had not run in thirty years. It was



The Crompton dynamo and appropriate switch gear complement the engine in age and size. Although not original, they are typical of the sort of devices that would have been associated with this engine when it was first installed. This kind of diorama arrangement is typical of the museum's presentation.

Calendar of Events for 2007

Aug 20th Club night. No meeting this month.

Sept 1st Event. Evercreech Village Flower Show. Set up 11am + for 1pm. Phone Keith on 01749 831229.

Sept 9th Event. Crank up at Nunney Catch. Please donate raffle prizes in aid of the BABE appeal.

Sept 8/9th Event. UTVV Club Working Weekend at Stockbridge. Entry forms, Alan Vickery 01256 703169

Sept 15th Event. Vintage Jumble, Winchester Farm, Cheddar. Phone Colin Nicholson 01934 743411

Sept 24th Club night. A digital presentation on a Vintage Theme. Speaker:- Colin Baker,

Oct 6th Skittles and supper evening at Butler & Tanner, Frome.

Oct 20th Event. Vintage Jumble - Cranmore station.

Oct 21st Event. Robert's Open Day. Mid-Glos EPS, Manor Farm, Sevenhampton. Engines etc needed Phone 01242 820408 for details.

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

Nov 10th Event. Engine Jumble, Enstone Airfield, Oxfordshire. Off the B4022.

Nov 26th Club night. The Life of a Victorian Chimney Sweep. Speaker:- John Sanson

Dec 2nd Event. Crank Up at Nunney Catch

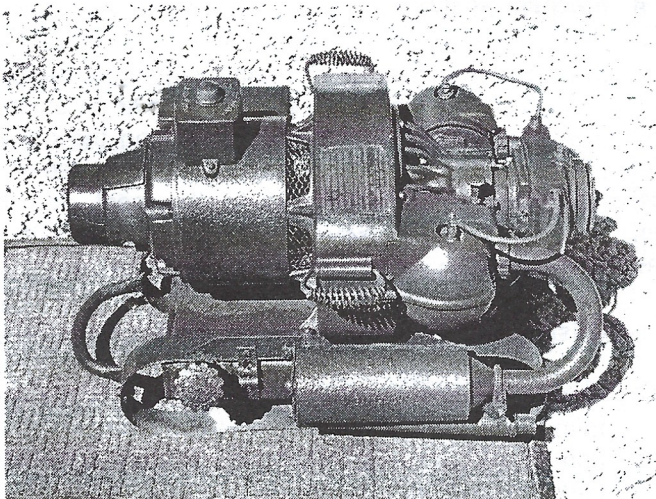
Dec 27th Event. Mince Pie crank up, Old Down Inn.

Crank up at the Court Hotel – 30th July

By Robin Lambert

At last we were blessed with decent weather for this often rain soaked event, glorious sunshine and warm temperatures greeted almost 30 club members with their engines, the car park was full of exhibits of all types and makes, several lighting plants attended and they really did look nice as the evening darkened.

New club member Terry Williams brought along his Lister D's and a water pump. Vice-Chairman Eric had his Amanco, although spending most of the evening with Rob Armstrong looking for missing volts on our editor's Homelite gen set.



This is an unusual beast, a flat twin two-stroke, direct driving a 2.5kva generator at North American mains voltage, 110 volts at 60 cycles. However, few of them were to be seen as Eric, Rob and others dug inside to see where they might be! In the end, Rob was kind enough to say he'd have a look at it for me and I have delivered it to him for his continued lustrations - Ed.

Paul Chant had his 'A' type Lister with a very unusual exhaust pipe and there was a little open crank gas engine that was a real gem, I am not sure who brought it along but the machining was a credit to it owner.

There is always one engine that catches your eye and for me it was John Bullock's 2½ hp Detroit, this has to be a labour of love as although it is now running but not quite completed John told me he had been working on it for almost 30 years – what a project, he still has a few problems to overcome like the continued sticking of the trembler coil points, but he is getting there and I look forward to seeing it completed.

Junior club members Oliver & Henry had their display of models next to Granddads table full of raffle prizes. Carol was busy selling raffle tickets, and quite a few prizes were won by the bar staff and customers in the bar which helped to swell our club funds.

Chairman Brian had two trophies to present for best engines, one going to Phil Riley for his open crank Foos, a rare American engine. The other prize went to Mike Snook, but Brian could not present him with his trophy because whoever won it last year has not yet returned it. **HINT!** So if this reminds anyone please get it back to any committee member and Mike can have his prize.

Chairman's Report

By Brian Baker

July crank ups at the Court Hotel in the last two years have been spoilt by wet weather, but this year we had a beautiful sunny evening - what a difference it made.

The fine weather attracted an entry of 28 engines, also Henry and Oliver had their model collection on display. A lot of members turned up just to look around, and with the Court's bar open, everyone seemed to be enjoying themselves.

Each year at the Court we give an award for the most unusual and the best restored engines. In previous years I have delegated this job to someone else, but I decided to do it myself this year. It wasn't easy, as there were some very interesting engines on display. Two unusual engines caught my eye, a 1908 Detroit 2 Stroke 2 ½ hp owned by John Bullock, and a Foos Type J 1915 1 ½ hp 500rpm owned by Phil Riley. After much deliberation I chose the Roos - well done Phil. Also thanks to John Bullock for bringing such a rare engine.

For the best restored engine I chose the Villiers water cooled engine owned by Mike Snook, well done Mike, you have to be congratulated for the restoration job on this lovely engine. The evening ended with the usual grand raffle for club funds, thanks to the members who contributed to the prizes.

We still have a few seats left on the coach to the Internal Fire Museum in Wales on the 23rd Sept. The coach leaves Nunney Catch Transport Café at 7.00am, and also picks up at ASDA Longwell Green at 7.30. The coach fare is £10, with admission to the Museum £4. **Please ring Jackie on 01373 463526 to book your seat also to tell her where you will be catching the coach.**

The museum is out in the country above Aberporth & there is no convenient pub or café without going into Aberporth about three miles away. The Museum does tea, coffee & snacks, but we recommend you bring a packed lunch as they will be unable to cater for a coachload of us. – Ed.

The Wessex Annual Rally, Haynes Motor Museum, Sparkford By Brian Baker

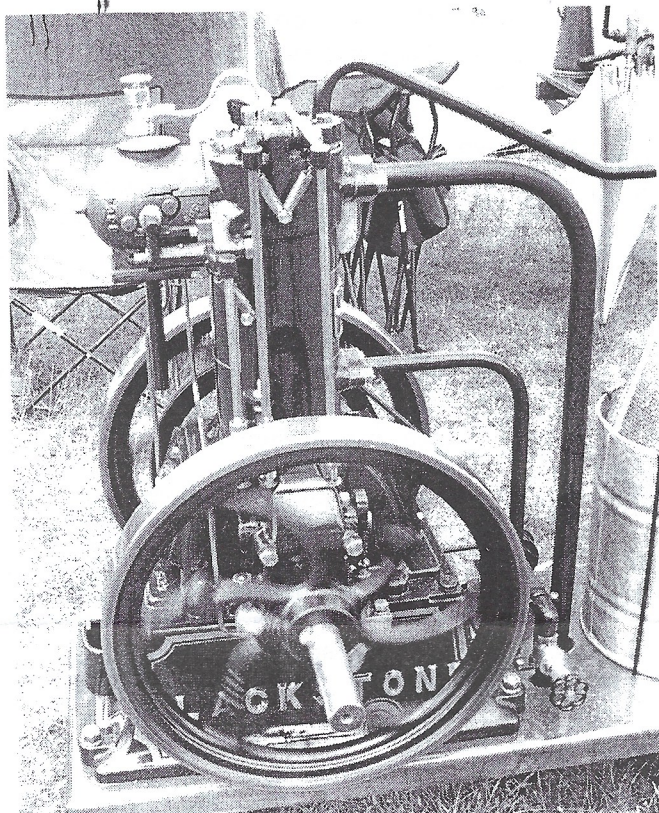
It's always a gamble when you plan an event due to the unpredictable English weather, so I was really relieved on getting up on the morning of the rally and finding it bright and sunny. Oliver and myself set off from home on Sunday 5th August at about 7.45 and arrived at the Museum about 8.15 to find quite a few engines already set up. We were in a large field next to the museum that was also the car park for their visitors. Later in the day this car park was full to capacity.

This rally was the easiest the club has ever arranged. It took Robin Lambert and Tony Davis under two hours to set up the engine area with pins and ropes and it didn't take members many minutes on the Sunday night to take it down again.

We had a total of 48 engines on display, plus Oliver's model Collection and two displays of vintage oil cans, John Emery had his impressive collection of vintage spark plugs on display and Tony Davis had a large display of signs. Our customary raffle made a comfortable £60, a nett profit for the day!

It was nice to see some large engines in the line up, including an impressive 1909 6½ hp Blackstone owned by Andy Vincent, a superbly turned out Ruston Hornsby IP 5 hp petrol/paraffin engine owned by Phil Marshall and a vertical Fairbanks Morse, 3hp 1908, exhibited by Paul Allen, Ed and John Thorne brought along their 1922 lamp start Blackstone, 2 ½ hp and a Webster Inverted Vertical engine, 1899 and 2 ½ hp. The latter was driving a Jeffery and Blackstone Cake Crusher dated to 1880, the first time out since it was restored - and what a splendid job Ed and John have made of it.

There was lots going on all day, car racing on the adjacent track, displays of hot rod cars, demo runs with a dragster, vintage cars etc. The only



Vertical Blackstone 1.5hp engine
seen at the Astle Park rally this year

drawback was the noise of the car racing, a constant screech of tortured rubber - but personally it did not bother me. Oliver and myself took advantage of the free pass to the museum and had a good look at all the exhibits, including a car I restored nearly twenty years ago. It is in John Haynes famous "Red Collection", a Reliant Scimitar, a 3 litre Ford engined fibreglass bodied car, very popular in it's day. Princess Anne had twelve of them in succession!

The museum has a fantastic collection of speedway bikes, some dating from the early days of speedway when they even had hand change gears and brakes. These days, the 500cc speedway machines have no gears or brakes and up the straight they do 70mph on a loose surface.

I had a lot of complimentary remarks about the rally at this site and I would hope that we can build on this in future years. Haynes' outside events manager, Kim Sanders, really wanted us there and made us very welcome. He even gave all exhibitors free access to the entire site including the museum that would otherwise have cost £7.00 per head. We have put on large rallies in the past and have sometimes lost money on them. In this case, the site was free as we were part of a bigger event, contributing our presence and expertise to an existing event.

I certainly enjoyed my day at Haines, one member saying that Clutton had certainly done us a favour! The committee would like to hear members' comments on this rally, so put pen to paper and let us know what you think.