



CRANKING

August
2008
Thirty first year
of publication
www.wessex-sec.co.uk

The Wessex Stationary Engine Club's monthly newsletter

From the Sump

It is notoriously difficult to get members of any club or society to actually tell the "management" what they are thinking or what they want. The committee is very keen to find out what YOU think about an annual event for club members. You'll notice that I've avoided using the word "rally" because it may not be what you want. We need you to tell us. Pete Gear is a member of our committee and has prepared the simple questionnaire that you will find enclosed with this newsletter, along with a stamped addressed envelope. It should take you no more than five minutes to complete it in its simplest form, but please feel free to extend your remarks onto the back or indeed, on separate sheets of paper. Please do respond. Any comments at all will be useful, even a "not interested" scrawled across the back is better than throwing it in the bin – we will act upon the views you express, so make sure your voice is heard and that your opinion is taken into account. Results of the questionnaire will be published in the October Newsletter

The season is running down now, but there are a few things left to go to. In particular, the Wessex Heavy Horse Society are looking for engines for their one day annual show on Sunday 28th September at The Gillingham and Shaftesbury (Turnpike) Showground. Contact Mike Horlor on 01761 470694.

I've had precious little time to get my hands oily this summer, but the other day I ventured forth unto the Workshop to commune with my Rusty Iron. I'd been meaning to investigate the Villiers model 15 cluttering up the way through the garage and upon being supplied with fuel it burst into irregular life, barking away like a pit bull at a Policeman. They don't have much in the way of a silencer – a simple pot with some holes drilled in the lid. I removed it and filled the space with one of those stainless steel put scrubber you can still get from old fashioned hardware shops – and in this case from a pack of six from B&Q. That's better! It seems to make no difference to the output and it is now quite civilised. However, it doesn't seem a very happy beast & I suspect that the carburettor has a blocked jetway.

Moving the Metal For sale

Petter "M" type, 5 hp. Dismantled but complete – good restoration project.

Phone Eric Gay on 01225 754374

Lister B 1935. Unrestored, not seized. No mag. £80

Amanco 2 1/4hp. 1916-1922 (gooseneck striker) model. Unrestored, not seized, complete with LT mag. On original(?) skids and later wheels. No fuel tank. Throttled governed (not hit and miss). £450
Wheels and axles, 2 sets suitable for very heavy engine.

All above, phone Steve Teuber in Poole. 01202 700689 or 07974 798111.

steveteuber@waitrose.com

BSA Winged Wheel, Circa 1052. Fitted to ladios dropped tube frame. Barn fresh, 90% complete, magneto reworked. Needs TLC – offers invited. Phone Peter Stacey on 01373 47328

benstacey@aol.com

WANTED Oil filler/drain for Ruston PB 1.5hp.

Phone Richard Gill 01934 517322

WANTED Triumph twin WW2 genny or parts.

"Old Glory". Stack a foot high 80's & 90's – tenner.

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

All above, phone Kim Siddorn 0117 964 6818

The rally at Braemore House a few weeks ago raised £210 for the South West Childrens Hospice – thanks to all that contributed. I understand that the event is likely to be repeated next year.

Club Coach Trip to the Black Country Museum

Sept 14th. Pick up at 7.30am at Nunney Catch and at 8.15 Asda car park Longwell Green. These are the actual departure times so please don't be late! We expect to get there by about 10.30, traffic willing.

There are now less than twenty places left, so book right now this minute!

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. 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@bluevonder.co.uk.

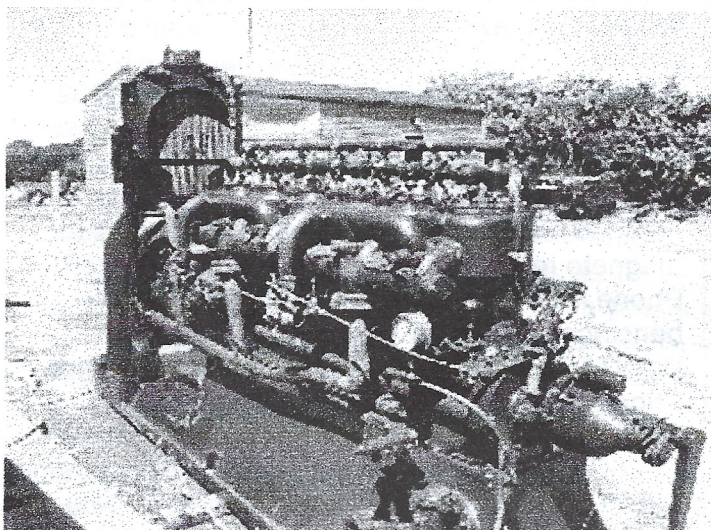
Featured Engine No. 19

Polly the Pelopone by Paul Evans

One of the recent restoration projects at the Internal Fire Museum in West Wales involved a 1925 Pelopone PD6. "Polly" is a 17 litre straight six petrol engine & was purchased via E-bay in 2005 for the museum by a donation from the Stationary Engine List forum to whom the museum is very grateful indeed.

She was stripped upon delivery but dismantling revealed several badly worn parts than would need to be repaired or reproduced new before restoration could begin and other constraints upon the museum's time meant that this was delayed until November 2007. During the winter, work continued apace, but she sat in Hall 1 awaiting a distributor cap after the New Years Day bash.

Bob Lester managed to track one down at Mainely Magnetos in the US and along with a number of "helpers" coaxed the old lady into life at the Easter Crankup.

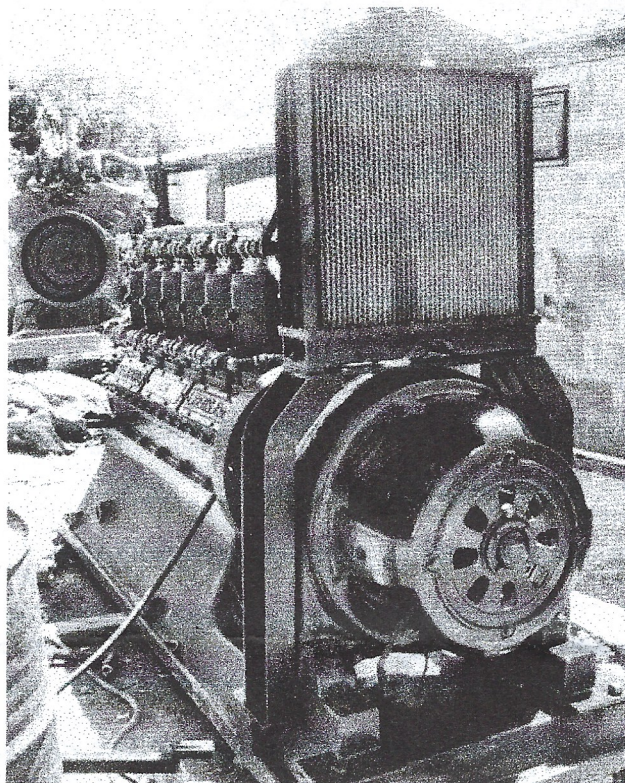


Millward starter power had been tried at New Year using a Land Rover distributor and coil but even Gary had trouble swinging the beast. We decided to use a Petter AVA2 diesel donated in 2007 as a starter motor and this was duly strapped to a forklift and belted up at the evening BBQ on Easter Sunday. She was not very willing, but after some coughing and spluttering, finally ran. We were not really happy with her though and on Easter Monday we took the carbs to pieces & cleaned out the decades of gunge.

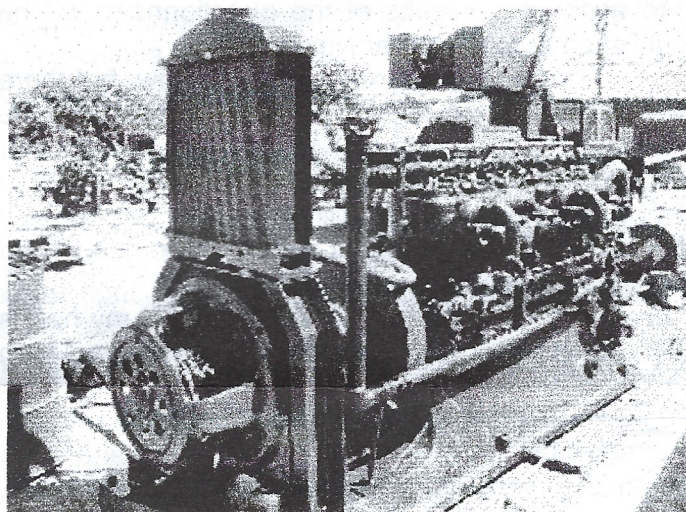
Whilst some were doing this, others were lashing up a cooling system and we tried again. What a transformation! Equipped with the traditional Lister D petrol tank and a little fresh petrol, she started first pull on the handle with virtually no effort.

With Astle Park looming, we thought it would be a good place for lots of people to see her, so Gary and Steve M took the dynamo & radiator up in advance. Alas, the engine proved to be still a quarter of a tonne too heavy for the trailer & we had to leave her behind.

Reassembled, both dynamo and cooling system work well and the only tasks remaining are



Although the distributor is finished, the cap is still only wired on and we need to fabricate proper clips. She is still running on magneto only at the moment, but when completed, she will be started on coil & run on the mag. The magneto is currently retarded to TDC to enable hand starting and she runs a bit flat as a result.



She will be driving a Crompton dynamo, live in a lean to next to the radio room and have the Crossley HD3 and GE111 for company. Keith will give her a final rub down and top coat, but she already looks well in her red paint.

The Museum is very grateful to all who have worked on Polly to bring another engine back into use.

You can see her running on the Internet here:-
<http://www.youtube.com/watch?v=-Xtl4qRmsuk>
 - and the Museum is at this URL:-
<http://www.internalfire.com/index.php>

Calendar of Events for 2008

Sept 14th. **Coach trip** to the Black Country Museum.
 Sept 20/21st. **Event.** Vintage gathering at Lillypool Farm, Shipham, Nr Cheddar. Engines sought
 Phone Colin for details 01934 743411
 Sept 29th **Club night** Guest Speaker:- Colin Baker. A digital presentation on a vintage theme.

Oct 11th. **Skittles & supper evening** at The Royal Oak pub, Corsley near Frome. 7.30pm. Phone Diana to book 01373 464982

Oct 18th. **Event.** Wessex Winter Sort out at Cranmore railway station yard.

Oct 27th. **Club night** Guest Speaker:- Mike Rowland. An illustrated talk on The Clifton Suspension Bridge.

Nov. 8th. **Event.** Enstone Sortout. Enstone airfield, Oxfordshire. Bookings, 01367 810415

Nov 24th. **Club night** Guest Speaker:- Tony Scammells. Talk entitled "Just a little something".

Dec 7th. **Event.** Winter Crankup at Nunney Catch.

Dec 27th. **Event.** Mince Pie Crankup at the Old Down Inn. ALL DATES ARE SUBJECT TO ALTERATION.

Social News

We'd like to mention: -

Happy birthday to Pete Gear on 21st August & to Robin Lambert on 8th September.

Chairman's Report *(printed as received)*

This year's crank-up at the Court Hotel was different than most years, this year it did not rain. The evening saw a good selection of engines, a vintage car and a fairground organ. I won't elaborate on it as I think someone is doing a detailed report for the newsletter. It will seem a long time now before members meet up again as we no longer have a meeting in August. The next meeting will be on the 29th September at the Old Down Inn when we will be entertained by Colin Baker with his digital projector showing a Vintage Theme. Because the committee never really knows what the majority of the members expect of the club we are sending out a questionnaire with a prepaid envelope enclosed for its return. The least you, as a member can do for the club is to fill it out and return it with your ideas of how the club should be run. **BJB.**

Letters received for publication

Dear Kim

I think the members would like a rally of their own, not one that is with something else. Why was it on the 14/15th June? – because that is when it suited Haynes, not us. Same with the Clutton Flower show, we were stuck with a date that suited them.

We are a club of three hundred people and we ought to be able to put on a show of our own. Why are we raising money from raffles and gate money at sort outs? We should be having our own rally – committee members ought to know this.

Come on Brian Baker, be fair to everyone!

I hope you can publish this & I don't mind putting my name to it. Yours sincerely, *Gloria Carp*

Dear Kim

I feel compelled to write in response to the chairman's report in the July edition of the newsletter.

I am a club member and a new member to the committee. I feel that I have had my loyalty to the club questioned and my membership devalued. I attend the club meetings on a regular basis and have joined the committee to become an active member. My loyalty is not displayed by the events I am able to attend or wish to attend. Showing engines is my hobby and I will not be told where and when to show.

I find this report antagonistic and negative. This will de-motivate members and cause discontent. I would also like to add that a chairman is there to act as a chairman and not to make inappropriate statements.

Regards *Pete Gear*

Something a Little Different

By Robin Lambert

I am sure many of you will recall Sunday 27th July a being an extremely hot day, probably the only one this year. I managed to convince Jackie that to cool down we ought to go for a spin on our 1954 BSA 650cc Gold Flash. This we duly did and headed off from Frome to an area called Common Lane which is midway between Henstridge and Templecombe, the home of the Gartel Light Railway.

I have had a hankering to visit here for years and now at last I've made it, and today was to be a special day as besides the railway, a vintage transport and technology display was taking place, old lorries, cars, motor bikes, miniature steam, model boats on a small lake, full size steam portable giving a working display of wood sawing and yes a stationary engine all on its own hitting and missing just like Amanco's do, but I was here really to see the railway and all the rest was a bonus.

Having purchased our train tickets, we were told about the services and we could ride the trains as often as we liked. There are several half sized loco's here, some steam & some diesel. One steam loco was made locally at Motcombe, delivery being made on a low loader hauled by a traction engine.

We firstly alighted a Diesel powered train (they run every 15 minutes) and after winding out of the station the track went along the old Somerset & Dorset joint railway route that once was used by the Pines Express on its way from Manchester to Bournemouth. There were several halts on our journey some of which we could leave the train and have a lakeside picnic and catch a later train back.

There was a nice visitor centre, lots to see & a huge 200 seater cafe/restaurant, two working signal boxes, waiting rooms that are turned into museums, and a souvenir shop. We met up with Colin and Justin Baker who had their old vintage Morris 8 Tourer on display and they too were finding the heat unbearable and kept walking across the field to stand under a shady tree.

This event is free to visitors all you pay for is to go on the trains, we had a great half day here. This railway is not always open and the next live steam and Diesel open days are Sunday 28th September and Sunday 26th October and there will be Santa Specials on Saturday 13th & Sunday 14th December, but demand for seats is high so best phone to check on 01963 370752 & you can find them on the web.

Court Hotel Crank-Up Monday 28th July

By Robin Lambert

A mixed bag of weather was forecast for this evening, and true to form we drove through a thunder storm en-route to the Court Hotel but this cleared the air & the event was drenched in very hot sunshine. An excellent turnout of club members and their exhibits filled our usual area & spilled over towards the hotel. A nice cross section of engines included Amanco's, Petters, Internationals, Listers, Japs, Stuarts (large & small), Uniteds, Fowler, Fuller & Johnson to name but a few, Club juniors brought along a nice exhibits. Max had his Swan generator, and Oliver and Henry a large table display of models including over 50 different Ice cream vans, some nice trucks and a garage. Running was a live steam Mamod engine & whilst all this was being set up, their Grandad was busy putting together all the raffle prizes. Carol was busy selling tickets to hopeful winners, Mary did her round with the newsletters and Bob brought along a large box of books for anyone one to pick up, I am told all the racy ones went first!!

Colin and Justin had their Morris 8 open topped 2 seat tourer which looked immaculate and Colin told me he has a 4 seater saloon almost ready to show. Keith's latest acquisition a 6hp Fowler Diesel ran very well & caused a lot of interest including the superbly built old trolley it sat on, it looked much earlier than the engine and was no doubt made by a carriage works carpenter. All who viewed this exhibit had their shirts converted to polka dot style and bare arms and faces were given a dose of measles. Kevin had spots on his head & when Carol tried to wipe them away, they turned into!

Gerald And Hazel had their Belgian made Organ entertaining us with a vast array of music some old some modern. Gerald let me look to see how it worked, so I am much wiser now and was amazed at all the intricacies before a note sounded from the pipes.

Ian and Carol were there. I had not seen them for a while and Ian told me he had been working in OZ for a month! - what a nice boss he's got sending him on a working vacation, he even had weekends off to get around a bit & time to find a few interesting engines, I look forward to seeing his photos.

Around 8.30 Brian held the raffle & a lot of people went home laden down with prizes. As we were leaving the heavens opened and down came the rain.

Gloucestershire Steam & Vintage Show

By Eric Gay

Friday the 1st of August 8am saw a certain blue Nissan heading for Kemble. In the back, a lump of red iron (getting on a bit now - I tend to loose the green ones in the grass). I knew the Amanco would run all three days without missing a beat & I was not disappointed. I arrived just after nine o'clock, found my space and unloaded. Friday is a really easy going day with plenty going on but time to have a good look round, if you have never been to Kemble Rally just think mini Great Dorset, with vintage aircraft and aerobatics. This is one lovely show. in the engine line up were 134 engines with great support from The MSEC members, I can remember when we use to get over a hundred at our rallies - those were the days. I will just mention a few of the engines on show: two that did stand out were Petter lighting plants, M types driving 50 volt dynamos. Superbly restored, both engines ran perfectly all weekend. I'd have not seen a 1915 Faultless before - what a great engine I should like to own a Hercules an there was a very nice one on show there.

There were 240 tractors on display - too many to describe, but a great line up. This is really the show for old vehicles & some great restorations. 552 vintage cars, 155 commercials - well if you love old vehicles this is the place to come. Now, I like 'em big. so I took a good look at the Scammells with show tractors, Constructor & Crusader represented - time just passed so quickly. Two wheelers had a good showing, about 170 including some outstanding machines & two genuine BSA Rocket Gold Stars - oh, take me back to my youth!

it was hard to know where to start on the steam, but I began with the steam wagons. I have never seen so many at a rally, not even the Great Dorset can boast such a fantastic array, with Sentinel, Foden, and Yorkshire steam wagons lined up right along the runway they numbered well over 25 and every one restored to a very high standard. A Portable I had a good look was the Clayton, Works No. 50004 built in 1926 'Old Hiram', It had came all the way from Rugby and was running a saw bench in the working area. Aveling & Porter Rollers were there in large numbers plus a Fowler, a Wallis & Stevens and a tar sprayer. I counted 14 rollers but I may have missed some. I will mention just one of the many Showman's Engines at Kemble This is 'Ephrain' - a Biblical name - & you might have read about her excellent restoration in Vintage Spirit magazine,

Now I would just love a model Traction engine and I had plenty to see at Kemble with just under 60 models on display. It was a real treat to chat to the owners, trouble is it just makes me want one all the more - anyone want a stationary engine collection? I could bore you some more as there is much more to see, Vintage aircraft, static and flying, Buses, Vintage caravans of all types, rare breeds hawks, etc. (I apologize to Eric for cutting him off short - no more space. Ed)