



CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

August 2011
Thirty fourth year
of publication
www.wessex-sec.co.uk

From the Sump

Unusual editorial this month! I have been approached by Peter Harris, once a member (s/n 190) of Wessex. Some years ago he moved to France and started a museum. He is now selling up and has some engines for sale. It is his intention to attend the Cranmore sale on Saturday 15th October, so I suggested that he advertise his engines in "Cranking" so deals can be done before he comes over. Here's what he has for sale.....

Argosy Water Pump, 1927. On 4 wheel trolley. £80.
Bodyshop Mig welder NW 100-2 on trolley. Gas bottle and wire. £50.00

Handmade Rotavator circa 1955. 2 speed, 98cc. Puch Engine. Iron wheels. £55.00

Lister 'D' 1928. Shaft drive mag. On 4 wheel trolley (as New) £120.00

Lister 'D' 1937. On Lister original trolley complete with handbook. £75.00

Lister Water Pumps. 1934/5. 2 available. Repainted & in good working order. £55.00 each.

Norman T300 1941 (ex RAF). Green/Black on trolley. Complete with handbook. £120

Qualcast Lawnmower 1928. Handle start. Original used condition. £75.00

Ruston Hornsby PB 1.5 hp 1944. Horizontal. Complete with handbook. £125.00.

Villiers Generator. Mk15 ohv 110v. In a frame, scruffy but complete. £55.00

Individual Photos can be supplied on request.

All prices are "or near offer". The engines are either restored or in good order having been run before exhibition. They have not been run since they were put into the museum, but have – of course – been dry stored.

He will bring them to Cranmore for collection (cash on the day please) without charge. Please bear this in mind when trying to get his prices down!

Please contact Peter direct – I know only as much as is in the advert!

pnpharris@yahoo.com or Tel: 0033 297 755627.

The phone number includes the International Code for France.

Moving the Metal For sale

Allen Sythe Almost new cutter £90
contact Frank on 01373 832678

International "Famous" 1hp Circa 1911. LT, hit & Miss. £1,100 ONO.

International "Famous" 1hp Circa 1911. Converted to HT, hit & Miss. £650.

Stover KA, 2hp, Wico EK Mag. Missing 1 mag trip & crank guard – Good project. £300.

Lister D. As found, turns over. £50

Stuart Turner P3H 3hp. Marine engine, complete, turns over. £100.

Bamford rapid grinding mill, good condition. £75.

All the above Phil Marshall 01761 471461

Petter Junior "Safety" engine, 1924. Fully restored, 1st class on hardwood trolley. £650 ONO or may PX for small steam boiler & engine etc. WHY? Cash either way.
RS1 Magneto £60. ML CK type1 magneto – good spark £60. I have other mags – give me a ring.

All the above - Eric Gay 01225 754374

International, M type, LT, 3HP, 1920, £450. Tel John: 01225 340432 or email wjohnfire@virginmedia.com.

Slate switching board by Nevill, 38" by 28". 6" brass cased instruments. In totally unmolested and unrestored condition. Photos available by e-mail. £450 ONO.

WW2 Lauson engine driving small compressor. Unusual little unit with underslung petrol tank and diaphragm pump. Restored. On steel frame ready to rally.

Both above. phone Kim Siddom 0117 964 6818

WANTED

8" or 10" iron wheels – can you help? Eric Gay 01225 754374

Four to five inch flat belt pulley. Petter A1 starting handle.
Phone R. Champion 01275 892944

Vincent industrial engine powered compressor.

Pultra lathe or parts. 1510 Or 1710 considered.

ABC engine. Particularly 1915 250cc Firefly but anything considered. Good price paid for right engine!

Stuart Turner flat twin generator complete. Alternatively, I just need the (apparently!) special **Electro-Dynamic Corporation** dynamo. PLEASE look under your bench for one!

Both above, phone Kim Siddom 0117 964 6818

PLEASE NOTE

- In future I'll run ads for TWO months. If you want to run it again, you'll have to phone me.
- I'm prepared to print a SMALL photo of your engine etc in this column IF I have space.
- The picture must be clear and contrasty.

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 Siddom, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddom@blueyonder.co.uk.

Featured Engine No. 55

ABC Mk1A Auxiliary Power Unit

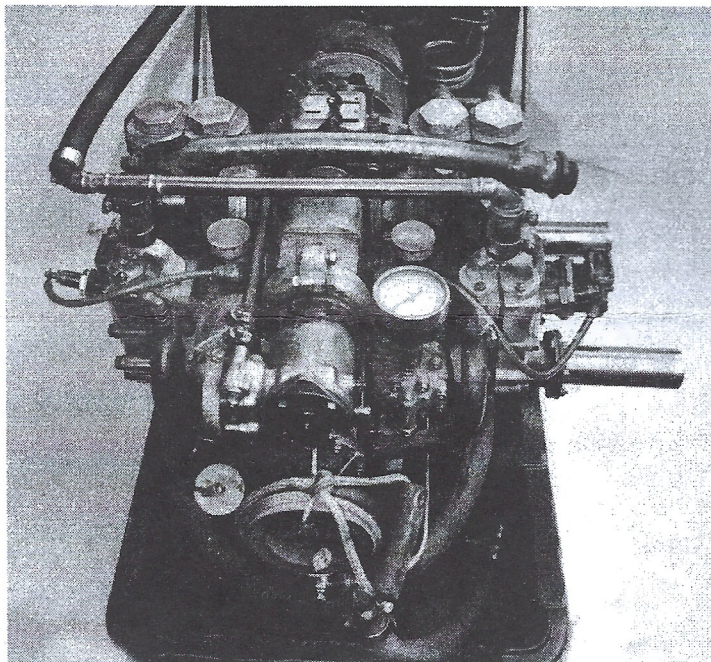
By Kim Siddorn

In 1929, Lord Ridley joined the All British Engine Company at Walton on Thames. At the time, they were just building motorcycles and living a rather hand to mouth existence. Lord Ridley designed a new range of APU and GPU's, principally intended to be fitted to the Short "Singapore" and other long range flying boats, so necessary to keep Britain's far-flung Empire in touch.

I bought this example from Richard Ebbage in Great Yarmouth in furthest East Anglia (I live in Bristol) in early July. It is a Mk1A and this particular unit has a s/n of 28 and the dynamo s/n is 33. Thus, this is the earliest survivor of these unusual little engines and it is indeed fortunate that it has survived nearly eighty years of living under benches almost completely unscathed!

Originally, they lived in a much more elevated position – in the starboard wing root - and provided compressed air for starting, pumping to lift petrol into the tanks and a similar pump to shift water out of the bilge and the floats. At the rear a shunt wound dynamo provided 300 watts for battery charging and an electric starter.

They went into production on Government contract in 1932, a water cooled side valve flat twin engine of 115cc which produced 5bhp at 4,000rpm. They were compact, most of the castings were aluminium and the unit weighed about 170 lbs dry.

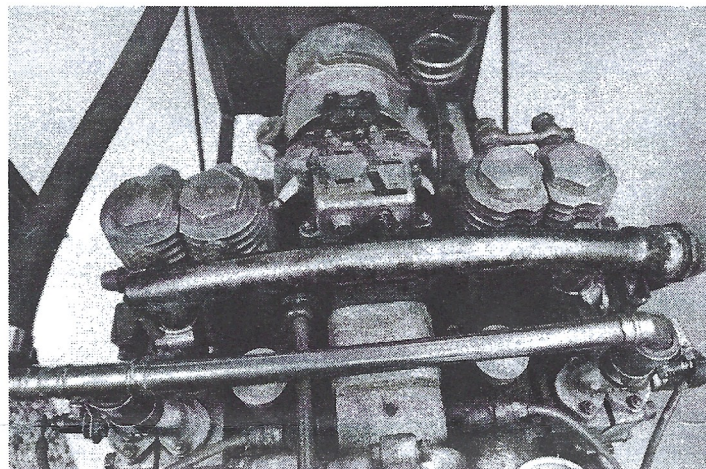


It is a bewilderingly complex and beautifully carried out device, so here's a quick guide.

At the front above the pull cord drum, the oil pump is on the right with an after market oil pressure gauge and the governor in the centre. The oil filler cap is just below the throttle quadrant left of centre.

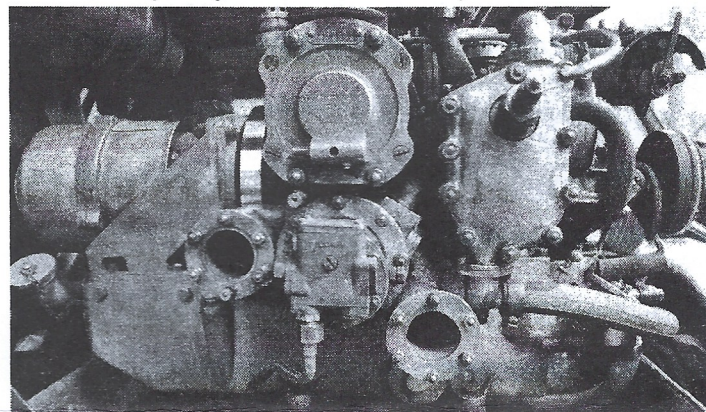
The BT-H magneto is behind the governor housing and originally had screened leads of course (Anyone got any? I need two about a foot long.)

The carb is tucked under the front of the engine and you can see the long steel induction pipes rising from it and bolted to the front of the cylinders. The separate heads are cast integrally with the crankcase halves and have Y shaped cast aluminium unions above and below to carry water to the jackets.



Behind the magneto and above the ancillary gearbox is a lever box, originally connected to the cockpit by piano wire cables. All the functions of the unit were accessed remotely.

Four finned compressors are mounted high on the ancillary gear case. They provided air for starting the engines and they could charge the 400 cu. inch capacity air bottles to 200psi in four minutes.



Below them on each side are two fluid pumps. The aluminium bodied pump is designed to lift petrol from a floating bowser alongside the aircraft and will lift 2,400 gallons per hour with a ten foot head. The identical bronze-bodied pump is intended to clear the bilge and floats of water and will shift 2,750 gallons an hour. At the rear is the direct drive dynamo.

The engine is carried on a cast aluminium oil tank that is divided into two sections, the front feeding the engine and the rear feeding the pumps. Both hold four pints.

To make mine go after six years, I simply needed to clean the float chamber and jets. It then started and ran without further ado, oil pressure being 20PSI on tickover. The following Monday I exhibited it at The Court crankup where it ran cheerfully for nearly two hours. Tuesday was spent fettling and painting.

You could say I was pleased ;o))

Calendar of Events

Key. CN = Club Night. CU = Crankup

Sept 3rd. Event. Carnival Country Fair, Trowbridge Park, St Stephen's Place, Trowbridge, BA14 8AH, Phone 01225 754374

Sept 10/11th. Event. Stockbridge Working Weekend. Please phone Alan Vickery for details 01256 703169

Sept 26th CN. Kim Siddom. "Engines at the 1000 Engine Rally"

Oct 8th. Sat. Skittle match. South Parade Club, Frome.

Oct 15th. Sat. Autumn sortout at Cranmore Station Yard.

Oct 31st CN. Selwood preservation club. Inter club quiz.

Nov 12th Saturday. Autumn Enstone Sale.

Nov 28th. CN Guest speaker Patrick Hassell. "Bristol Before Rolls-Royce"

Dec 4th Sunday. Antifreeze CU at Nunney Catch.

December no club night.

Dec 27th. Mince Pie CU 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

Social news

By Earwig

Happy birthday to Robin Lambert on 8th Sept. A warm welcome to new member Brian Richards from Lacock in Wiltshire. Earwig hears that Noggin Natter and Nosh at Longbridge Deverill was a great evening, with several WSEC Members exhibiting there with vintage cars, and Landrovers, it seems not only was the pub car park filled up but three fields as well!!

Chairman's report (printed as received)

By Brian Baker

The July meeting at the Court Hotel on July 25th was the annual crank up that takes place in the car park. On a nice fine evening we had quite a nice selection of engines displayed, with quite a lot of members turning up as visitors to look around and chat. The following weekend on Sunday July 31st it was our Mini - Rally at Haynes Motor Museum at Sparkford, once again we had a different location due to redevelopment work at the museum. We were allocated a space in the field at the rear of the museum and in my opinion it was the best site yet. I complained a couple of years ago when only 12 members exhibited at this event, this year we had around forty, well done to all members who exhibited. The engine line up was brilliant, with quite a lot of large engines displayed, Rustons Bamford, Victoria, to name but a few. The museum has a different events manager this year and he was so easy to get on with, we have had trouble in the past getting past the pay gate, as they try to charge us to access the café and toilets, this time Matt the manager gave me wrist bands for all the exhibitors (and some of our visitors) which gave us free access to the site and to the museum, these bands saved the members who visited the museum £10 each. I'm sure all the members who attended enjoyed the day because the weather was fine and sunny which was definitely a bonus. We don't know at the present time if we will be back next year as they are doing major

redevelopments to the site, but any news will be reported in the newsletter. As usual at our events we run a raffle, as Carol was unable to attend this event, Diana Davis volunteered to take on this task, and what a brilliant job she done, Diana collected the magnificent sum of £90 for club funds, well done Diane. I feel sure that all the members who attended this event had a very enjoyable day out with suburb weather and plenty going on with the attractions put on by the museum, and I sincerely hope we will be back next year. The committee will soon be compiling the programme for next year, if any member knows anyone who can give a talk on any subject at all, or if you have any suggestions as to what would be an evenings entertainment please let me know as it gets more difficult year on year to come up with new names and new subjects.

Weston Zoyland Pumping Station visit

By Eric Gay

Sunday the 3rd April at around 11am, the poor old Nissan set out on its first engine related trip of the year down into the darkest depths of Zommerset to that WesternZoyland. 'tis a queer place that Zommerset around that thur area 'tis all flat and when it do rain it do get all flooded. Years ago the monks of Glastonbury Abbey owned most of the Zommerset levels and they dug drains and diverted rivers and the like to help get rid of the water and make the land more suitable for grazing cattle. Well, time moved on and along came some clever devil and invented the steam engine. Then we got the industrial revolution - I reckon this country could do with another revolution but not an industrial one! Yer this wont do I be getting all political like, so I better get back to they Zommerset levels. Well Westernzoyland was the first steam Pumping station to be built on the levels to pump away the flood water into the river Parrot.

Now the levels cover around 250 square miles. The highest point on the moors is only 12ft above sea level, and the isolated villages and hamlets have some queer names, ending in the letters "y" "ey" or "oy" denoting an island or high ground. Hence Glastonbury, Middlezoy, Chedzoy, Othery, Stowey, and then Westernzoyland.

The Abbey at Glastonbury owned most of the land for around 1100-years and the monks supplied the hard graft digging drainage channels or rhymes. Each of the rhynes flows into a main drain and then into a convenient river. All this work was only partly successful, and flooding still occurred in extreme weather or when the tides were high (the Parret is a tidal river) The flooding was contained with the building of earth banks or "Walls" The lane you travel along to reach the Museum is such a wall.

The first steam pumping station was built at Westernzoyland in 1831 with a beam engine driving a huge scoop wheel to lift water into the river Parrett, It never worked too well, the type of pump moved so much water the whole area started to sink due to the peat layers drying out.

Now t'wer around thirty years later that the efficient Easton & Amos Drainage Machine was installed in 1861. This was a bit clever as it could lift a 100 tons of water a minute to a height of 6 to 10 ft. This was so successful that they then built some more stations along the Parrett.

Now t'wer in 1951 that the silly bu**ers done away with the steam engine & moved over to Diesel.

Well - thanks be - they never drove the hammer into the old steam engine and the Easton & Amos Drainage Machine is still in place today, and looked after by the Westernzoyland Engine Trust. The Amos along with many more steam engines and artefacts are on show at the Westernzoyland museum and is well worth a visit, with the exhibition hall with its large Crossley Diesel, Tangye and Waller steam engines, the Culverwell, Easton & Jonnson, Bellis & Morcom compound engine, a steam winch and two steam turbines - and all this was up and running.

At the top of the site stands the pump house with the Drainage Machine and the engine driver's cottage, the boiler house, forge & workshop. The leaning loo is a must to visit, along with the very large Marshall Boiler in the courtyard in which around eight more steam engines.

The Club visit to Westernzoyland was well supported and it was so nice to see members support the efforts of the committee to stage this type of event. I hope you all enjoyed the trip and thank you for your support.

Astle park & the Devil's Porridge

By Robin Lambert

That time of the year has come around again for some two dozen WSEC members to make their annual trip to Astle Park, some to just visit and view and others to exhibit, I won't go into too much detail as I know the Stationary Engine magazine will do a much better report than me with photo's too, but once again this was an excellent event. Our little group took along four Bristol Wagon & Carriage Works Victoria engines of various sizes we would have had five, but Simon never quite managed to get his restoration ready in time and took along an Amanco instead. *(The editor was also there on the Saturday exhibiting his little Stuart Turner flat twin - Ed)*

Of course, the excellent weather helped make the show and the Saturday evening at the Anson Museum vist was once again superb, I did see our editor Kim busy with his camera and he was on the field capturing lots of interesting shots to show at his club night presentation on 26th September.

So where does "The Devil's Porridge" come into all this? Well, Jackie and I usually have a few days away after the show and this year we left our trailer at a nearby farm and nipped on up the motorway to Dumfries. It is turn left just over the Scottish border and was once her Grandparents home town and we used to take our kids on holiday some forty odd years ago. On this journey, we passed a sign just after Gretna that said "To The

evil's Porridge". Well, me being me. I thought this must be something to do with a Scottish breakfast. If by now you haven't twigged the avenue I am going down, club member Rob Armstrong certainly will! as we are venturing into his line of business

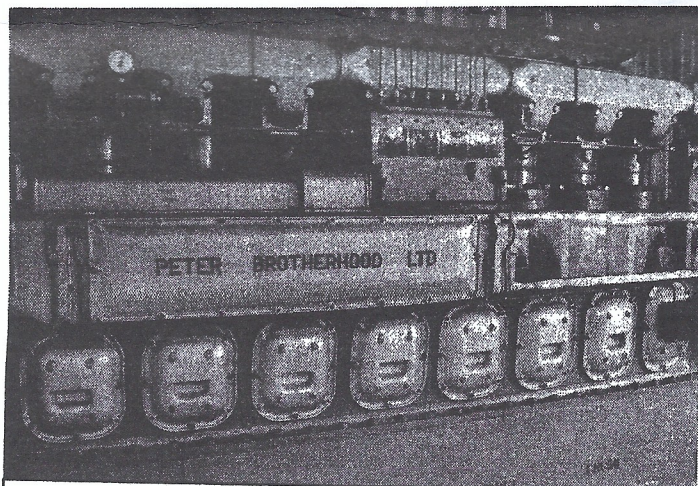
Anyway, after following the signs, we arrived at a small museum at Eastriggs, a small hamlet midway between Gretna and Annan. Had we arrived here in the year 1915, we would have been in the middle of a munitions factory which was nine miles long! An exhibition here tells the story of how, during WW1, British factories could not produce enough explosives to supply our troops. A new factory was required and it was sited here on the Solway Firth. I do recall some of this being shown on the TV programme "Coast" and if its repeated, it is well worth watching.

Looking at all the photographs and documents some of the working conditions here were pure "hell" for some of the workers, including women who mixed by hand nitro-glycerine and nitro-cotton in large vats into an explosive paste. The fumes were so noxious that their skin turned yellow and many of their teeth fell out! No H&S in those days.

The nine mile long factory had its own railway with 34 steam engines several were fireless (*you can see one of these at the National Waterways Museum in Gloucester Docks - Ed*) which operated on 125 miles of track. The complex also had its own coal fired power station, water works, bakery and shops to look after some 30,000 workers.

To build the site 24 farms were swallowed up and they created two new villages, Gretna and Eastriggs.

So, where did the name Devil's Porridge come into all this? Sir Arthur Conan Doyle - creator of Sherlock Holmes - visited H M Factory Gretna in 1916 and described the explosive paste that was being mixed by hand as, yes, you have guessed it, THE DEVIL'S PORRIDGE.



A big straight eight engine at the Anson Museum. This was running at odd times during the evening. It was one of the many that Geoff and his team ran up for the coach loads of enthusiasts that filled the museum on the Saturday evening. Every time I walked through the galleries, there was something else set a'going! - Ed.