

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

August
2012
Thirty fifth year
of publication
www.wessex-sec.co.uk

From the Sump

No apologies for featuring this sale for a second time as a brochure is now available at

http://www.davidjames.org.uk/cgi-bin/properties/auction_details.pl?propertyID=26537

537

Tom Bishop's extensive collection of stationary engines, tractors, old farm machinery, fairground equipment and old motorcycles will be sold by auction at Limebrook Farm, Toghill, Wick, South Gloucestershire BS30 5RZ on Saturday the 8th September 2012.

The auctioneers are David James and Partners Ltd, Hartley House, Badminton Road, Old Sodbury, BS37 6LX, phone 01454 320144.

An auction catalogue is still in preparation, but this is an engine list from the brochure.

Amanco Mule Team - 3hp, Amanco Hired Man - 2¼ hp, 2no.
Bamford Type EG - 2hp, Crossley 1030 - 3hp, Crossley 1030 - 2½ hp, Crossley 1060 - requires some restoration,
Fairbanks Morse Type 'Z' - 2hp, International Type LA,
Lister 'A' Type - hopper cooled, Lister 'L' - 4hp tank cooled,
Lister Type 1ABL, Lister 2L Spec 76L - 5hp, Lister Type 'A' Spec A22 - 3hp, Lister Type 'D.K' - 2hp, Lister Type 'D',
Petters Type 'M' - 3-4 hp tank cooled, Ruston Hornsby Type APR - 2½ hp, Ruston Hornsby Type 'PT' - 1½ hp, Stuart - 4hp, Stuart P4 - 1hp, Stuart Water Pump, Tom Senior Engine Model, 2no. Victoria Engines - 5hp tank cooled, Villiers Gen Set - Type 'N', Witte Engine, Original Dynamo.

My personal thanks to Jeremy Adams and David Griffiths who between them solved a tricky piece of machining for me.

Here's Internal Fire's running schedule. The Allen 3547 in Hall 1 should be running most days along with the big Tangye in Hall 3 and the Ruston 6XHR in Hall 2. The "baby" Tangye in Hall 3 and the Start-o-matic Lister in the Lister room will be running every day. The Gardner IL2 and the Crossley HD3 in Hall 5, with larger engines like the straight eight Allen in Hall 6 and the Bellis & Morcom in Hall 5 when there is a decent crowd. The Proteus gas turbine will be run once a month at 12 noon on the second Sunday of the month. This is the only gas turbine in a Museum in the UK that runs.

End of season event, Oct 13/14th,
Victorian Night, Dec 8th - free entry 6-9pm.
New year's Day event, January 1st (!).

Moving the Metal For sale

Mike Snook is reducing his collection

Collection of FIFTY '60's chain saws. Must go as a job lot, offers in the region of **£250**

Lister Junior. 3hp. A29, s/n 255111. Fully restored on trolley **£360ono.**

Lister L driving 240-110Volt, **2KW generator.** Fully restored and on a Lister trolley. **£450**

Lister CS3-1 Diesel. Engine only **£310 ono.**

Kohler-Newton ex GPO 24 volt generator. Runs on gas and with bag. **£45 ono.**

Ruston Hornsby 1VTH Diesels x 2. One complete plus one for spares **£160 ono.**

Petter PH2, with clutched hydraulic pump.

Petter PH1. Petter AVA1 (ex dumper engines). **£110 each ono**

All above, phone Mike on 01761 413426

Lister Junior. Runner, nice condition, original trolley.

The David. Small belt driven Compressor.

Phone Mike Upton 07595 421409 **£280 the pair**

Lister 'D' on good trolley. Fair runner. **£75 ono**

Petter A1 on good trolley, partial restoration. All complete with good Magneto **£55 (prices reduced!)**

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

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

All above Phone John Light 07885 466464

Farmborough

JAP 55. The very unusual air cooled twin cylinder engine. As far as I can see, it has never been more than test run. Rare one to rally! **£100 ONO.** Swaps with smaller engines considered.

Phone Kim Siddorn 0117 964 6818

WANTED

Wanted; Wiko or Lucas RS1 Magneto, counter-clockwise on cog drive end.

Phone Terry Williams 07845 137796

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

Phone Gerald Atherton - 01934 852670

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.

Phone Kim Siddorn 0117 964 6818

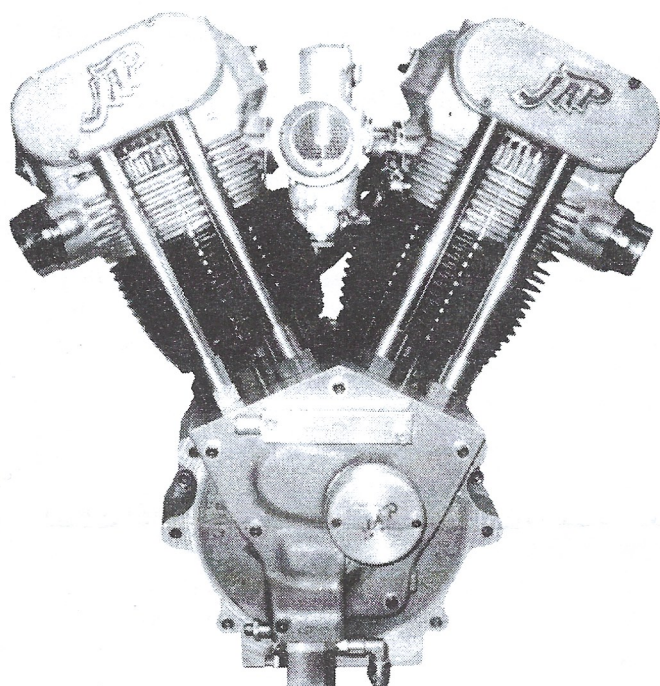
Articles, cartoons, photos etc are always very welcome - this is not a one-man band, but an expression of all our thoughts and experience. Submissions should be preferably typed or word-processed or even handwritten, (if brief), - it is the content we're after, not the grammar or spelling, so please 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. 68 New JAP Vee twin

From Dave Card's website by permission



Exclusive first ride of brand new hand-built £30k JAP street bobber. At its peak, British engine builder JAP supplied the oomph for 137 different types of bike – from the first Vincents to the most desirable Brough Superiors. The name is still legend in the classic, Morgan car and speedway scenes, where its lightweight, powerful singles enjoyed decades of success. But JAP also built its own complete bikes from 1904-1908, the range then topping out with a 6bhp V-twin. 101 years later the brand is back with a handbuilt street bobber – still a V-twin, still all-British but packing more than a dozen times the power.

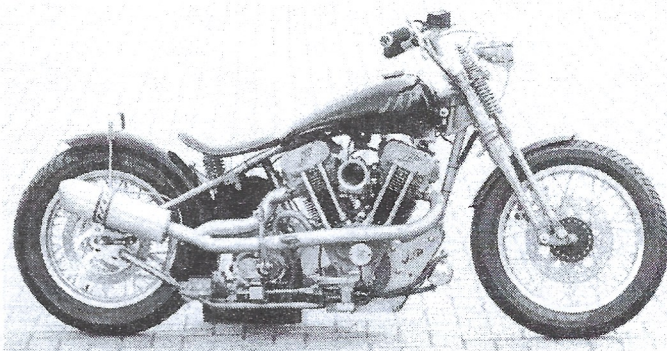
The as-yet-unnamed 1298cc bike is the brainchild of 80-year-old Alec Card (*who sadly died in 2010 – ed*), until recently the owner of Brough Superior. Card sold the brand to finance the development of the fully-updated JAP engine that debuts in this bike – and which is planned to form the base of a range of built-to-order bikes, including a café racer next year. “The JAP engine was always the heart of the best Broughs anyway, and the bit we were most passionate about” he said.

Based around the layout of the long-stroke 1920s JAP JTO engine, the 50 degree v-twin has been modernised with thicker crankcases, ceramic-coated bores, enclosed rockers and electronic ignition. Conrods, rockers, rocker arms and cam followers have all been expensively investment-cast, and tolerances have been brought up to date. Currently carbed, an injection unit is in development in anticipation of US sales. The result is what a seat-of-the-pants dyno run suggests is around 80bhp approaching the 6000rpm redline.

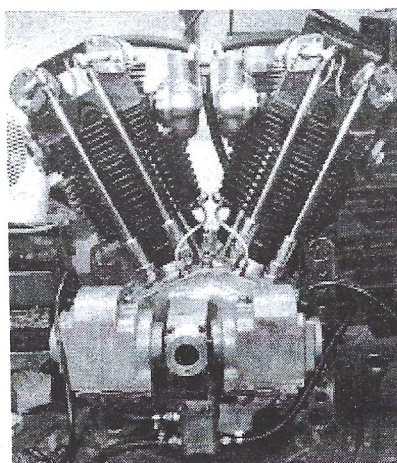
The massive motor is hard-mounted in the frame (copper-plated in a nod to the celebrated 1929 JAP-powered race-winner dubbed ‘Copperknob’)

which is itself hard-tailed. That suits the bareknuckle minimalism of the bike, but it's a sure recipe for a bone-shaking ride. Yet that's not the feeling you get as you twist the throttle and power away. The motor's smooth, the vibrations strictly of the variety that tell you you're riding a living motorcycle. On good roads and at moderate speeds you don't miss the rear shock (besides, the seat has its own suspension – comprising two of the same valve springs used in the engine). Instead it's the tiny dimensions and feather-light handling of the bike you notice, so at odds with its hot-rod, hard-blatting exhaust note that sounds like it could flatten trees.

I didn't have mirrors to confirm that's what's happening of course, because this is the development mule. It also lacks niceties like clocks and electric start and decent brakes – all of which customer bikes will enjoy when they begin delivery, as well as slightly bigger-bore frame tubes. And who will these customers be? “Individual motorcycle connoisseurs” says Dave Card – son of Alec, and co-designer and builder of the bike – “But the bike's for riding, we don't want to see it go into collections”.



As I return the bike to its beaming creators I take a last look and consider its chances. For a bike that's the result of the smelting of precious family assets like Brough, it's an impressively restrained effort. It's perfectly proportioned where it could have strained for attention; it's engine-led but they haven't forgotten modern riders like bikes to handle too. Against it is the inevitably steep price and the fact that while JAP's roots are long, they're slender. It's a great-looking, soulful bike that we hope stays just as raucous and raw while its rough edges are smoothed for final production. It will be a special bike but does the JAP name cast a strong enough spell? Time will tell.



Here is the latest thing from Cameron Engineering, the two-of-everything engine. A snip at £13,200 plus VAT and about 18 months waiting list! Very pretty though ...

Calendar of Events

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

Sept 2nd (Sun) Claverham Vintage Engine Show

Claverham Village Hall, BS49 4NF. You may arrive Saturday and camp. Info, Margaret 01934 822466.

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

Sept 29th E. Club visit – restored cider press at Woodland House Farm, West Pennard, Nr Glastonbury. BA6 8LQ.

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

Oct 7th (Sun) CU at Evercreech Junction, BA4 6NA.

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*)

Due to extensive rebuilding works going on at Haynes Motor Museum we were unable to exhibit there this year, so the committee organised an alternative crank up at the Blagdon Pumping Station in the Chew Valley. The club had a visit to this super venue many years ago and it certainly brought back memories with this latest visit. The site opened at 1 pm, and when I arrived at around 12-30 there was already members queuing up to gain admittance. The engines had a brilliant site in front of the pumping station with plenty of room for their vehicles behind the engines. Two large holding ponds in front of the buildings were teeming with masses of very large trout, and Bristol Water had provided a dustbin full of pellets by the pond to feed the fish, a handful of these pellets thrown into the water produced a seething mass of trout on the surface fighting for them. (if only I had a net or a line) This is a breeding fishery to stock trout in the Blagdon and Chew Valley lakes where people can pay to go and fish. The entrance to the pumping station to view the massive steam driven beam engine (now driven by electricity for demonstration purposes) was free. I counted 14 different engines on display and some members turned up just to visit. This was a first class venue for a crank up and I'm sure all the members who attended really enjoyed it. Thanks must go to the committee for obtaining permission from Bristol Water for the event to take place. The day after the Blagdon visit was club night at the Court Hotel with a

crank up in the car park instead of the normal meeting inside, so most members never unloaded their trailers from the day before but just brought them along to the Court. "This is always a popular event and when I arrived at around 6-30 a lot of engines were already in situ. A good cross section of engines was displayed, and a new exhibit making its debut for the first time was the superb model traction engine that our Vice – Chairman Eric has just acquired. Eric soon had it in steam and had it motoring around the site; I think he had a job to keep up with it due to his dodgy leg. We were blessed with good weather for this event which was really good compared to the events wiped out this year with the rain. All in all over the two days club members have supported two splendid events and justified the work by committee members in putting them on.

New Event

Sunday 7th October Crank – Up at Evercreech Junction Industrial Estate BA4 6NA. 9am to 5pm. This is on the A371 just south of the Bath and West site. There is a café on site for hot meals and drinks, also water on site. This is being organised by committee member's Herb Gane and Brian Coles. Any queries ring Brian Baker on 01749 342671.

Club Visit

We have been invited to attend the viewing of a restored vintage cider press by member Kevin House and his uncle Trevor who owns the farm. They will be pressing apples and hopefully we can sample the results of a previous pressing. This visit will be on Saturday 29th September at 6pm. The venue – Woodland House Farm, West Pennard, Nr Glastonbury. BA6 8LQ. This is limited to around thirty members, so if you intend coming give Brian Baker a ring on 01749 342671.

Crank-up at the Court Hotel 30th July

by Bryan Coles

The weather was fine for our event at Blagdon Pumping Station on Sunday and remained so for the Monday evening crank up. Around a dozen engines were on display, most running well.

Eric's 3" scale Marshall Traction Engine, Pride of the Road, was in steam and very good it looks, sounds and smells!

A 1947 5hp Turner diesel was running smoothly on it's trailer. Norman, J.A.P and BSA generator sets were working well. Open crank engines included United, Stover, Fuller and Johnson, Amanco and a Domestic Engine and Pump Co, all in fine 'hit and miss form'. Lister's included a 'D' powered sheep shearing outfit. Robin's Stirling hot air engines were silently working, one producing so much power it needs to drive something! My Bamford EG3 was misbehaving on Sunday at Blagdon so it was left sulking at home until I find some sparks!

Thanks to donations of prizes, the raffle was well supported as usual.

A few rain spots were falling as the engines were being loaded up. Another well supported event at this venue, a big thank you to the landlady, Sue, for the use of the car park. *(I counted fifty people on the site at packing up time – Ed)* Members appeared to be supporting the Hotel with it's excellent beer and food! Lots of room for more engines next time!

Social News

We have three new members to welcome to the club, they are Mr Graham Taylor, Mr Mark Geraghty & Fiona Libby.

Earwig has developed webbed feet as everywhere he goes this rain cloud has followed him and just won't give up making him damp. Most events he wanted to attend have been cancelled and the rest have been terminated when he actually got into the shows!! His vehicle has done more miles this year via a tow rope than on the road, so let's all sing "Happy Days Are Here Again".

Aeroplanes, Victorian Farming and a Fiery End By

Kim Siddorn

It being our forty fifth wedding anniversary, Hazel and I had a few days away in the middle of August. We went first to RAF Cosford which is a dab off the M54 as it runs east from the M6 above Birmingham towards Wales. Two hours easy run from Bristol, it is an easy day visit for the sprightly. They open at ten and close at 4.30. We were lazy, so got there at 12.30 and went from hanger to hanger looking at some very unusual aircraft. This being for general consumption, I'll not labour the point, but they have some unique aircraft such as the TSR2, the Bristol 188 stainless steel research plane, a Fairey Delta SR2 etc. It is well laid out and the great majority of aircraft are under cover, so it matters not a jot if it chucks it down when you are there.

After the research aircraft is the Warplanes hanger with the expected Spitfire and Hurricane, but also some very rare Japanese aircraft that I have never seen before. Likewise, some unusual German warplanes including an Messerschmitt ME163 and other rare stuff.

The best bit is to come with the Cold War hanger with just about every British military aircraft that saw service through the freezing days of the Cold War. The three Vee bombers are cheek by jowl with Gloster Javelin and York transport, DC3 and, hanging by a thread it seems, an English Electric Lightning displayed vertically! Around the walls are various missiles including a Thor ICBM, a sectioned ex Royal Navy Polaris, a Bloodhound, Sea slug and others too numerous to name.

Finally, a hanger full of aircraft they couldn't fit in anywhere else plus a long line of gas turbines starting with a Power Jets engine that Sir Frank Whittle helped to build to a Rolls-Royce RB211, the engine that bankrupted the world's greatest engineering company but ultimately led to the current

range of engines like the Trent 900 that powers the Airbus A380.

A thoroughly interesting day out and there was sufficient human-interest stuff for Hazel to not be bored whilst I gazed in awe at the hairy planes.

I am a great fan of "laterooms" an internet site that finds you accommodation at short notice. We found a nice pub hotel in Telford for a whole £37 for the two of us where we had a very good meal at a reasonable price before retiring to a comfortable bed for the night.

Breakfast was included and off we went to Hazel's choice, the Acton Scott Victorian Working Farm as featured on TV and about 20 miles away from Telford. All the staff are in Victorian working clothes and one wandered about looking at a very wide range of old farm machinery. A Shire horse was pulling a cart to and fro from the poo pile in the yard to the field where they were spreading it by hand – well, fork! The yard had various chickens pottering about looking for whatever it is that chickens find interesting, a few sheep following the bloke with the feed bucket and ducks and geese on the pond. Discussing it afterwards, both of us were glad we went and it was mildly interesting, but why they refer to it as a "working farm" is not clear to us as no great amount of real work was taking place.

The farm was hosting a symposium of Iron Age iron smelting and there were various stages of charcoal making, smelter construction and much banging of blooms on anvils.

Then across Wales to Aberystwyth and on to our rest in an out of the way hotel near Lampeter called The Grannell. Llanwnnen Lampeter, SA48 7JT Phone 01570 480476. It is outside town and is just about half an hour of country roads to the Internal Fire Museum. The Landlord said they are busy in the week but often quiet at the weekends. The room was very nice indeed with a beautifully appointed bathroom and a comfortable bed. The food was excellent and more than I could eat.

Paul and Hazel were their usual interesting, friendly and obliging hosts and it is two years since we were last there. The museum is an award winning establishment and 134 miles from Bristol. The place is very well run, warm, friendly and specialises in "dioramas", setting the engines on display in compartmentalised environments to show how they would have spent their working lives up to nearly a century ago. They have some big (as in fifteen feet high) engines all of which run or are under repair. Paul Evans is obviously on first name terms with all of his charges and has that competent air that engineers with oil in their blood tend to have.

Their plans are broad in scope and next year they will probably have a but that is a story for another day!

We did about 400 miles in the three days, saw a range of interesting things and enjoyed each others company: a thoroughly interesting and happy anniversary trip.