

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

August
2013

Thirty sixth year
of publication

www.wessex-sec.co.uk

From The Sump

I have found it increasingly difficult to carry even quite lightweight engines from the workshop to the car, so have rather glumly stopped coming to crank ups recently. My nagging hip (operation soon – hurrah! -) means I can't stand about for long either, so engines on the list for restoration languish in the workshop untouched. Many of our members are – or have been – motorcyclists and that goes for me too and cessation of physical work means more time to think.

The years are slipping by in well oiled comfort, but pass they do and I've decided to get someone to restore a couple of bikes for me as I just cannot find the time or energy. I was recommended to a very pleasant man 25 miles away in Highbridge (which means I cannot pester him every five minutes!) and he currently has my Velocette MKII KSS on the ramp. It is very scruffy but very complete and the few bits it might need are surprisingly available off the shelf either from Grove Classics or the Club Shop. It isn't just nuts, bolts and washers, but things like British made brand new mudguards, indistinguishable replicas ready for drilling and painting - & this brings me to my point.

The heritage movement in the UK is a thriving industry and specialist suppliers are to be found in many corners of these Islands making the most obscure parts for stock. Not to expensive special order, but for stock. This in the keen expectation of making a living wage. It is an interesting experience going through an online catalogue, page after page of stuff.

The same of course is true of services and if you need a cylinder relined, a piston re-ringed and the grooves turned to fit, a small queue of decent, reasonably priced engineering companies will form.

Whilst a lot more bikes than interesting engines have survived to be restored and therefore the parts for them are more available, we are fortunate enough to have the likes of "Frank the Tank" Geller and others. More and more 'made for selling' bits are appearing in the back pages of SEM. Mags and dynamos can be rebuilt, switch gear renovated and instruments refaced and glassed. There's never been a better time to excavate that rusty old thing from the back of the garage and see what it will need to get it to run!

Moving the Metal For sale

Johnson drum pump in bronze.(pumping oil) Early 1900. Fully restored to a high standard. Brass tank on a pine base (not on wheels. £140. (Price reduced)
"Kibbler" cow cake grinder. Fully restored, paint and woodwork to a high standard of finish. On pine base – not on wheels. £130. (Price reduced)

All above must be collected from Frome.

Phone Tony Davis on 01373 464982

Lister D Type. Spec.13d. 1½hp. 700rpm. Serial No. 109978 (April 1934). Incomplete with box of bits including carburettor, battered tank, & other parts. No Magneto. £30 the lot. Tel: Tom Randall. 01761 418926 or email tom.randall@dsl.pipex.com

Watermota K2. Mid thirties twin cylinder marine engine. Complete with square bodied ML magneto. manifolds and original frame. Standing many years under a bench and is seized but is just stirring! £240. or swap for something small and interesting. Tel: Kim on 0117 964 6818
NEW!! **Allan Sythe**, one in running order another for spares - £70 the two

ALCO WW2 300 watt generator. In frame.

BSA generator in frame.

BSA powered winch.

Coventry Climax 2 cyl. WW2. Generator. Trolley.

Coventry Victor Cub Diesel flat twin on road trailer.

JAP powered. WW2. Lyon/Norman type in air drop frame.
Switchboard

Lister A or B ? (104/10?) Skids.

Lister powered sawbench.

Petter A1. good order.

Ruston Hornsby PB 8hp, (T8V41/2) Hopper cooled. Skids.
Villiers x 2.

Various sets of wheels and axles plus oddments.
Water Pumps and vacuum pump.

Prices by negotiation. Mr Craddock lives at Wedmore Farm,
Pewsham near Chippenham. Phone 07801539533

WANTED

Howard "Bantam" rotavator needed for spares. Whole machine considered. Phone Richard 01225 862753.

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

Vincent industrial engine powered compressor.

Pultra lathe or parts. 1510 Or 1710 considered.

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 77

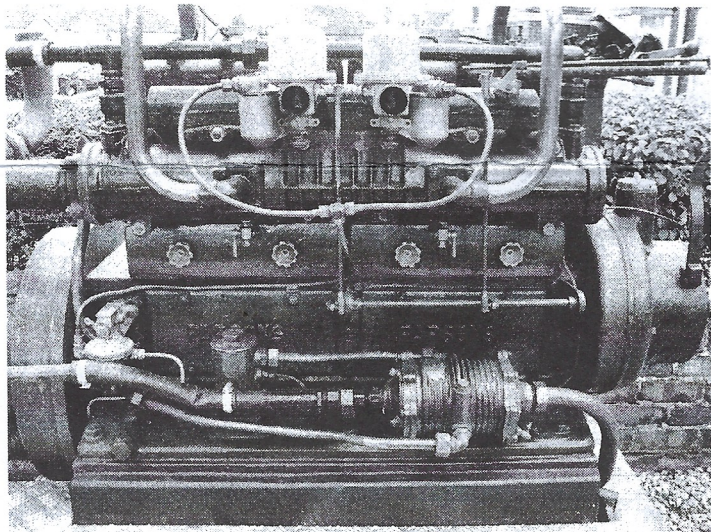
Picking The Parson's Nose

By Kim Siddorn

I thought I'd publish this again as many of our members will have seen it running at Paul's Cyder Farm bash on 31st. – Ed

The Parsons engine is a big, dual magneto (Simms SRM4) and coil ignition, water-cooled, side valve, four cylinder petrol stationary engine of marine ancestry. The manufacturers plate is present, telling us that it is a Model M4S, s/n 1067, but information is as yet sparse, and an appearance in SEM's Identity and Assistance pages in issue 295 drew no replies as far as I know. An anomaly is that although Parsons had earlier informed the previous owner that this engine had been supplied to Mather and Platt on 23rd January 1943, but the successors to the manufacturers (West Point Marine Services) told me from the sales ledger that it was one of five supplied to the Admiralty in 1947. It seems likely enough that – being a marine engine by design – it was reused post war.

Mather & Platt are rope makers & the engine drove a sprinkler system throughout the factory in order to make sure the fire brigade still had something to put out when it arrived! The whole system was designed to be independent of mains electricity and water supplies. The worst never happened & the engine was only run for half an hour on Friday afternoons. It is apparent that the maker was enthusiastic about water-cooling and elaborate measures have been taken to supply both crankcase and exhaust manifold with water jackets. It appears to me to be more or less exactly as the manufacturer made it, complete down to its perished (and no doubt leaky) plug leads.



I'd travelled some four hundred miles from Bristol to Helensburgh on the far bank of the Clyde from Glasgow to collect it, having purchased it following an advert on Ebay at what I considered (and still consider) to be a very reasonable price indeed. Having a business meeting in Birmingham on Saturday and a client call in Scotland on the Sunday a fortnight later offered a splendid opportunity to

collect it. Thus it was that my long-suffering 760GLE Volvo estate and me made our uneventful way north of the border by night. Bright and early on Sunday morning and I'm on the north bank of the Clyde on a brisk sailing day with the whitecaps gleaming in the early spring sunshine. I found the house by stopping outside it to look at the map (!) and made the acquaintance of Alex Todd.

Despite attempts with gypsy's breath and cranking, it fired but was not keen to run. However, it had been standing for three years, so I was not unduly surprised. Compression was relieved by de-compressor taps and these chuffed in a very cheerful fashion and the tall, old fashioned 1 1/2" H4 SU carbs spat back in a sporty way, the massive flywheel resisting the engine's attempts to break our thumbs! I was heartened to see the oil pressure rise on the gauge as soon as the crank started to rotate and as there was an absence of any mechanical unpleasantness and obvious high build quality, I decided that it was indeed what I had come so far to covet. It is all of five feet high and seven feet long!

The trailer was purpose built and no doubt originally well balanced. However, the addition of a big water pump and a radiator & cowl etc meant it was heavier at the front than one might have hoped for. I was uneasy at the weight on the tow hitch, being so heavy as to require the efforts of both of us fairly well built, active men to raise it off the ground. One of the tyres had seen the best of its life many years ago and the carcass was cracked and perished in an alarming way. However, I know a bit about tyres and am aware that this kind of deterioration is unlikely to result in a loud report and a flailing trailer. In my experience, if it will last ten miles, it will last a lot longer and thus it proved, looking exactly the same some 400 motorway miles later.

Completely innocent of any springing, the massive weight (estimated at a ton and a half) bore down upon the already low sprung Volvo, causing the bump stops to repeatedly hit the axle every time we went over a bump. It was a draining experience, but otherwise uneventful and I arrived home just nine hours after I'd started out. My feeling is that I would be a lot better off equipping it with a purpose built, four wheel trailer.

Hazel was very under-impressed at this looming addition to my Iron Charges and it was borne upon me that my choices of conversation in the next few days would be the better if they did not include the word "engine".

Next day, a younger friend turned up and we had a crank at it, but although it fired in a more enthusiastic fashion than previously, it has yet to run at the time of writing. Plans are hardening to include a 24 volt dynastart.

All this took place seven years ago in 2006. Subsequently, I sold it to Roger Jilks from whom Paul Chant bought it. I don't think any of us made any money on it and I'm sure it will see us all shuffle off this mortal coil as it remains too much to handle!

Calendar of Events

Key. CN = Club Night. E = Event

Sept 30th CN. "Engines at the 1000 Engine Rally" by Kim Siddom.

Oct 5th (Sat) Skittle Match At South Parade Frome

Oct 6th. E. Sherborne Steam & Water-wheel Centre. Self drive club visit to arrive 10.30 for 11.00am on feet. The centre is situated on Osborne Road, in Sherborne, just 120 yards east of the turning to Sherborne. For your satnav – DT9 3FX.

Oct 12th (Sat) E. Wessex Autumn Sortout At Cranmore Railway Station.

Oct 20th (Sun) E. Crank up at Frank Naish's Yard, From 9.00AM please! BA4 6NA

Oct 20th E. Robert's Open Day. 11-4. Stationary Engines, Tractors, Motorcycles. Visiting exhibits. Museum and Displays. Manor Farm, Sevenhampton. GL54 5SW. Phone 01242 820408.

Oct 28th.CN. Dorset & Somt Air Ambulance

by Colin Thomas.

Nov 12th. (Sat). Enstone Autumn Sale. info: Mrs. Anne Harris 01367 810415

Nov 25th CN. Photo Night. Bring 10 Photos, hard copy or USB stick or CD rom.

Dec 1st. (Sun) Anti-Freeze Crank Up. Nunney Catch

Dec 27th (Fri) Mince Pie Crank Up At The Court Hotel

This Calendar of Events is composed by the editor based first upon a list supplied by our Chairman. I've added to it things I think will interest the membership, but it is not cast in stone! You should always make sure an event is still on by contacting the organiser in advance. The responsibility is yours!

Skittle Match, Oct 5th – food requests

If you are attending our annual skittle match at the South Parade Club at Frome, could you please ring Diana Davis on 01373 464982. with your supper order - fish or chicken and chips etc.

New Event

Engines, Commercials, Tractors, Motorcycles Cars etc wanted for a two day rally at Pagans Hill, Chewstoke on September 21st-22nd. On the Chew Stoke to Winford road. No entry forms, just turn up on the day. Camping from the Friday if required.

Don't forget the Crank up on 20th October at Frank Naish's yard!– Bryan Baker

Chairman's Monthly Report

by Brian Baker (printed as received)

The crank up at the Court Hotel on Monday 29th July was severely affected by the weather. After weeks of tropical sunshine it decided to rain. The adverse weather however did not deter a hardy band of members attending with their engines, displayed in the car park and up and running. Full marks to all of you who braved the weather and turned up. Due to the conditions I set the raffle up in the hotel and during the course of the evening quite a number of members turned up to socialise and have a natter. The raffle followed with most members present winning something, and a small donation going into club funds, thanks to Carol selling the tickets.

Visit to the Cyder Farm

By Bryan Baker

Sunday 28th July saw a good number of Wessex members visit Frank Naish's cider farm at West Pennard. This visit was organised by me and member Paul Chant when we both visited another cider farm last year, also in West Pennard, which Paul and Frank Naish attended. On this visit members were invited to bring along their engines, I counted over a dozen that were displayed and running, thanks to the members who brought them. Also Kevin Phillips displayed his vintage Land Rover and Colin Baker brought his 1946 Morris Series E.

We need not have brought our own engines as in the barns and sheds around the farm were engines of all sizes and sorts belonging to Paul. They were too numerous to mention all the makes, but in one shed was a very large four cylinder Parsons engine that Paul eventually got running, what a noise when it fired up, Paul said it was a boat engine.

Another interesting engine was a four cylinder Lister coupled to a massive fan that was used for drying hay, this had a self-starter, and it quickly fired up and ran.

Every shed and barn we looked in housed an engine, machinery or a tractor, I reckon there must have been over thirty tractors on site from old Fergies and standard steel Fordson's to more modern ones.

Paul had even laid on cheese, pickles and bread rolls, which we could wash down with as much cider as we wanted, what a pity I had to drive home.

I'm sure the members who attended must rate this visit as the most interesting this year, and already I had one member asking if we could have a repeat it next year. (I shall have to have another word with Paul, so watch this space)

Finally I would like on behalf of the club to thank Frank Naish and Paul Chant for their wonderful hospitality and the chance to see their wonderful collection of farming memorabilia and bygones.

Out and About With Robin and Jackie

By Robin Lambert

Noggin, Nosh and Natter, Wed 31st July

The thirtieth anniversary of this well attended event, The George Inn at Longbridge Deveril Nr Warminster is a popular venue for this annual show held by the CTP Vintage Vehicle Group. It was once again overpowered by visitors and exhibitors alike and even included some vehicles brought along by WSEC Members. Normally we take along our Stuart Generator to throw a bit of light around when it gets dark, but this year we had a change and took a Heinrich hot Air Engine and displayed it under the rising van rear door with a 12 volt light for when it got dark. We are really the odd one out here as there is not enough room for S.E.Engines but positioned ourselves next to a Car Autojumble and we were not too much out of place.

Two Fields were packed to capacity with cars and light commercials and the pub car park filled up

with heavy trucks, buses and all sorts of large vehicles plus vintage motor cycles. The pub must have been overwhelmed with customers for their self serve buffet and a large B-B-Q on the lawns had an endless queue for baps and burgers.

As darkness came Vehicles began to make their way home and one chap I had a chat with had come all the way from Evesham !! Long may they continue as this is a very popular event.

South Cerney 2/3/4th August

39th Annual Transport & Engine Show.

It was to be our first time as an exhibitor to the Stroud Vintage Transport and Engine Club's Annual Event held on an old Airfield. Having passed through the check in gate and eventually finding the S.E Steward, I was told I had the wrong pass in my window and told "You are not coming in here with that"!, I thought he would have at least checked his entry list to see that I was a genuine exhibitor, but was more set on an argument. Well, I did find my pass in the back of the van and it was the same yellow colour of a previous rally pass. I'd got them mixed up - no big deal to me, but a major one to him!.

So now with permission to enter and not having to return 45 miles home with my tail between my legs, I found a space to place my engine. But worse was to come - not for me but for others. It seemed that not enough space was provided for all who had entered, leaving many exhibits in trailers and vans and some left the site and returned home.

I did chat to a chap who was not in our group who had an awning display of bygones and he was positioned at the far side of the airfield, so far away from the event that no public ventured in his direction. It was a shame that with acres of space that was central to the event not used, it could have been put to a better use in what was a very well supported show.

So let's be positive! The S.E line was very good with some nice exhibits, we took along our small Hot Air Engine which caused a lot of interest as to how it worked even amongst the ladies and there was a real eye catching vertical Blackstone of about 5 hp that was a gem and a credit to its owner. In the line for sale was a Stuart 800 with a asking price (wait for it) £4,250 no doubt it never sold and returned from whence it came.

The stall section was very good, lots of stuff even for the ladies and little ones. I counted eight lines of goodies many of which had reduced prices on Sunday.

Quite a large fair ground was set up near the entertainment and beer tent and it was nice to see five major rides here, A big wheel, dodgems, two huge swing boats, a carousel and a swish back with Showman's Engines as a frontage.

I have never seen so many motor cycles as there was here it must have been close to 200 including a smart Ariel Leader like one I had as a

teenager. I it used to sound like a wasp but was very good to ride in the rain with all its screening,

We found a gem of a place to eat. The Army had erected a Field Kitchen offering fish and chips, steak and kidney pie or beef lasagne with chips peas gravy and garlic bread for a fiver and the portions were very generous. So I thought that it was about time I took Jackie out for a meal, so that's where I took her!! "Well, you have to know how to spoil a Lady".

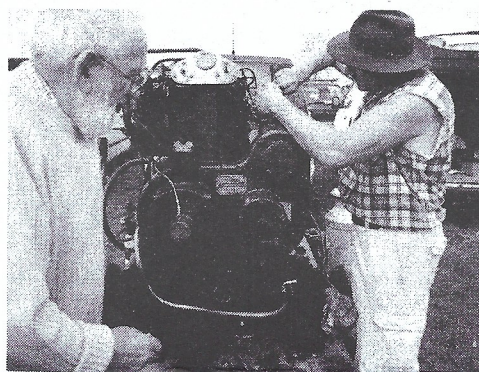
Well, I enjoyed my four days here and I know some were frustrated so to sum up this event could do with a bit of fine tuning in favour of the exhibitor without whom the show would be much reduced.

Cyder With Paul

By Paul Chant

Sunday 28th July. What a fantastic day was had, free cider sampling with free strong cheddar cheese and fresh bread rolls, not forgetting the Branston pickle and some of Frank's own grown pickled shallots. Yummy, you missed a good one there if you didn't come!

There where a steady flow of spectators arriving throughout the day and of course the icing on the cake was the firing up of the 1936 Parsons Petrol Marine Engine, even though it ran on only two of its four cylinders. Some silly person forgot to put one of the HT lead's back on! It's believed that one of the valves is still stuck open from when I originally found



it, its one of them must get around to taking the side plate off one day jobs, if ever there is time?

We also had a good display of horticultural

machines on display thanks to Alan Rogers, he also took a shine to our Fordson Roadless tractor and off he trundled around the yard and farm with it, once everyone had gone home!

With 26 of our own engines scattered about the farm and a further 8 from members, the engine lineup was excellent. John Sage brought a tractor to go with 24 of our own on the farm, not forgetting a Triumph and Morris car and an early Land Rover. There was also a Bristol car parked up in the car park. It was almost like the first Semington Rally!

I want to thank all the members who turned up, they all made my day as I am stuck here 24/7 as a live in carer. I must thank Herb Gain in particular, for he visited me before the event and manned the car park on the day, Even though he scared me with numbers as we exceeded 75 people arriving, many with engines! Phew!!