

December  
2007  
Thirtieth year of  
publication  
[www.wessex-sec.co.uk](http://www.wessex-sec.co.uk)

## The Wessex Stationary Engine Club's monthly newsletter

### From the Sump

As I sit here in mid December, it is raining outside & blowing half a gale with the rest of it promised for tomorrow! I can see from my window that the plastic tarp over one of the engines has torn in the battering wind & I'll need to go and rescue it before it gets water inside. Rust is our great enemy & we spend a lot of our time getting rid of it, preventing it, treating it or turning it into a more inert compound with Phosphoric acid – Naval Jelly or Jenolite. Strange to think, therefore, that we have created a whole civilization that depends upon rust for its very existence. It is iron oxide that coats our audio and video tapes, that records our information on hard disks in our computers. New developments mean that the day of the rust-based society is passing, but we've a while to go yet!

Early pistons were made of fine grain cast iron, more or less the same material that the cylinder was made from. Cast iron (CI) has a lot of carbon in its structure & this acts as a borderline lubricant when the going gets tough and the oil gets going. For instance, turning and cutting CI is usually done dry – and a right messy business it is too.

Looking at a cylinder liner that has seen extensive service reveals a smooth and highly polished surface, one that is shared by the ring faces. The piston itself should remain dull in colour & ideally never come in contact with the bore, being separated from it by an oil film. It is amazing how long both bore and piston will last in low stress conditions & if something can be done to ameliorate the pistons' rocking at top dead centre, the step at the top of the ring travel can be much reduced. The running in of piston & bore starts with a good deal of friction & I've known of reconditioned engines that would not turn on the starter because there was so much friction to overcome. Towing or belting to one that does go has started many an engine.

Only when the engine is neglected will oil dissipate & water creep in to start its corrosive work, but oxygen is required too. If the cylinder is sealed because the valves are shut, there is a plug in the head and the crankcase is sealed from both air and water, then corrosion will be slow and the resulting rust of fine particle structure. In such conditions, an engine might last a century without harm.

### Moving the Metal

#### For sale

**Lister D.** Two near complete engines plus many spares - £100 ono. **Amanco** mag bracket & gear £60 ono. **Magnetos**, Lucas RS1, a/c, gwo £40 each ono. **EIC**, gwo £80 ono. **Blowlamp**, large USA made brass lamp & soldering iron £30. **Draper** 140 amp fan cooled welding plant, good order £40. **Grease gun**, old, iron & brass £5. **Brass oil can** by Eagle. Rare £150, no offers. **Well hand pump** as found £50 ono. **Old Glory** Magazines, large quantity, good condition £30. **Model boats**. An RAF rescue launch, plus another launch, good condition - £100 each. Tug, needs some work £50 ono. **Greenhouse**, 8x6, stripped & ready to move £45. **Kitchen scales** with brass weights £25. **Sewing machine**, shuttle bobbin, cased. Good condition £15 ono **Vauxhall Vectra**. Top of the range, ring for details.

For all the above ring Eric on 01225 754374.

**WANTED** - "Stationary Engine" Magazine. Now only missing 16,17,18,19,24-34,36. Have early copies to swap! phone Kim Siddorn 0117 964 6818

Therefore, your final task in the workshop this year should be to ensure that all your engines are left with the carb dry of fuel & the petrol tank drained. If your petrol tap has a cork seal, take the tap off the tank & drop it into a jamjar with a drop of petrol and oil in it to preserve the cork wet through the winter. Next, take out the plug and squirt some oil around inside, turning the engine over several times to coat bore and piston. Replace the plug and bring the piston to top dead centre on the compression stroke, thus ensuring both valves are on their seats. Good practice with two strokes too as it closes off the ports & keeps the mice out! Finally, stuff an oily rag into the bottom of the bore on open crank engines, thus preventing rust from dulling the bore.

Well, I've had a really good time editing the newsletter this year and I hope you feel I've done a good job as I'll be standing again for the post at the AGM in February. Please vote for ME!!

*A very merry Christmas to you and yours & I hope 2008 is cheerful & prosperous for you all.*

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@blueyonder.co.uk](mailto:kim.siddorn@blueyonder.co.uk).**



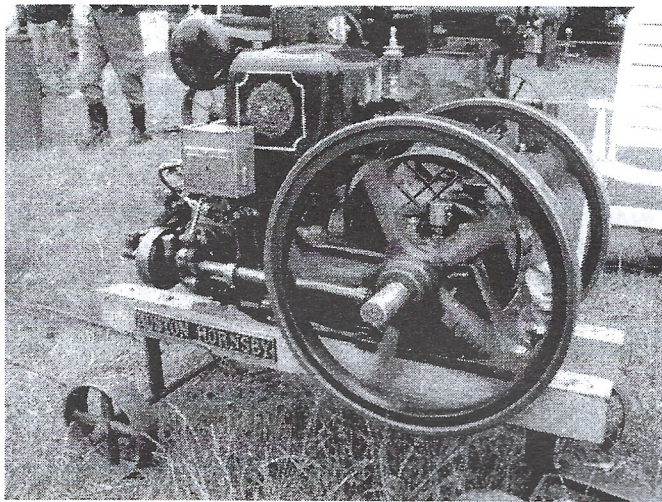
## Featured Engine No. 12

### Ruston-Hornsby 'P' series engines

By  
Kim Siddorn

Established as Proctor and Burton, they were millwrights and engineers. Joseph Ruston joined the company in 1857 & Ruston, Procter & Co built successful steam locomotives and other heavy machinery in the middle years of the 19<sup>th</sup> Century. During the First World War they built Matilda tanks and a large number of Sopwith Camels. Richard Hornsby & Sons Ltd were early manufacturers of vapourizing speed oil engines, being in production a full eight years before Rudolph Diesel got his engines into production.

Richard Hornsby & Sons merged with Ruston Procter & Co just after the First World War. They made a wide range of both petrol/paraffin & Diesel engines of a quite staggering range of sizes. They rapidly gained a well-deserved reputation for high quality, sturdy engines of a conservative design that was designed to last and give exceptional service.

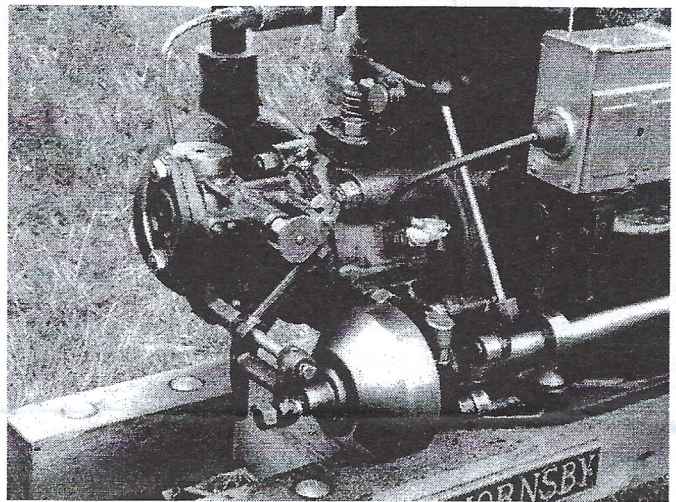


Hopper cooled 'P' series at Astle Park

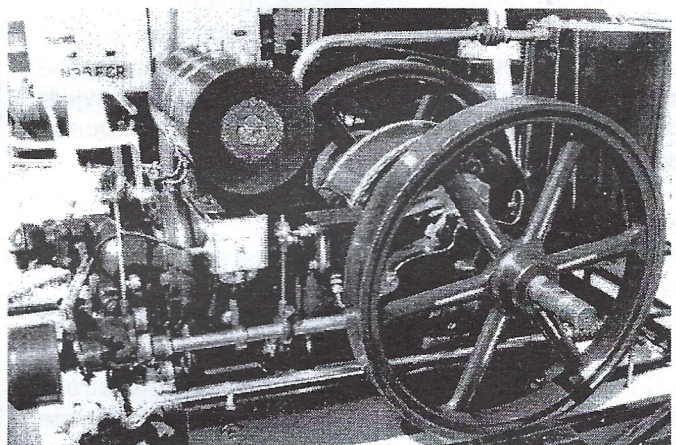
They introduced a 'P' (for paraffin) range of engines in various sizes in the early 1920's in a production run that lasted until early 1940. There were many variants, the AP denoting an Agricultural engine, IP industrial etc. Some were fitted with direct drive compressors and others specially fitted for electrical generation. AP's tended to be hopper cooled and were naturally mounted on a trolley or skids for use around the farm. Industrial units were generally tank cooled as they were expected to lead a more sedentary life!

Lubrication was generally by means of the familiar drip oiler, but a more expensive option was a mechanical lubricator that fed both cylinder and big end bearing directly. Driven from the side shaft by an eccentric, it was a factory fitting and included a special pad cast into the main bed casting that is not to be seen on drip oiled versions.

Ignition was initially by means of low tension magneto, but this was changed for high tension equipment by 1930 and a number of magnetos were used, the Wico EK being very common. They were triggered by a leaf spring struck by an eccentric mounted on the side shaft, an extension of which drove the governor assembly.



The well arranged governor assembly, cam and magneto trigger all close to the bearing



A tank cooled version at Lister-Tynedale in '04

Early carburetion difficulties led to the design change that was also in place by 1930.

After a century of excellent service, many of this company's products are still being found where they were installed in a quite different age. Built in an age where duty and service were not only admired but expected in life, these engines were truly built to last. Where the weather and the hand of man has been excluded, it is still possible to run completely unrestored as found examples. Mr Ruston and Mr Hornsby would have every reason to be proud of their long-lived engines that even in retirement command a premium price.



## Calendar of Events for 2007-8

Dec 27<sup>th</sup> **Event.** Mince Pie crank up, Old Down Inn.  
 Dec 30<sup>th</sup> **Event** Ivybridge & DVC crank up nr Plympton. Phone Pam 01752 335347  
 Jan 28<sup>th</sup> **Club night.** Guest Speaker:- Ashley Jones. An illustrated talk on the history of Pickfords  
 Feb 25<sup>th</sup> **Club night.** 30<sup>th</sup> Annual General Meeting.  
 Mar 1<sup>st</sup> **Event.** Spring vintage jumble at Cranmore railway station yard.  
 Mar 24<sup>th</sup> **Event.** Mells Daffodil Rally  
 Mar 31<sup>st</sup> **Club night** Guest Speaker:- Keith Shephard. An illustrated talk on "35 years in the iron foundry industry and still learning"  
 Apr 12<sup>th</sup> **Event.** Sodbury Sortout, Newbury Show Ground. Bookings, 01454 323109  
 Apr 13<sup>th</sup> **Event.** Spring crank up at Nunney Catch.  
 Apr 19<sup>th</sup> **Event.** Enstone Sortout. Enstone airfield, Oxfordshire. Bookings, 01367 810415  
 Apr 28<sup>th</sup> **Club night** Guest Speaker:- Richard Harris. An illustrated talk about BBC outside broadcasting vehicles past and present.  
 May 10/11<sup>th</sup> **Event.** Braemare House – engines wanted. Contact Eric Gay.  
 May 19<sup>th</sup> **Club night** Members Evening. Bring along ten photo's or slides on any subject. There will be a prize for the best effort.  
 June 4<sup>th</sup> **Event.** Wednesday Evening Crank Up:- At The Old Down Inn  
 June 14/15<sup>th</sup> **Club** Annual Rally – more news later  
 June 30<sup>th</sup> **Club night** Guest Speaker:- Rob Armstrong, An Illustrated Talk "Cleaning Up Ranskill"  
 July 28<sup>th</sup> **Event.** Evening Crank Up:- At The Court Hotel, Chilcompton.  
 AUGUST 18<sup>th</sup>. No Meeting  
 AUGUST 31<sup>st</sup>. No Meeting  
 Sept 29<sup>th</sup> **Club night** Guest Speaker:- Colin Baker. A digital presentation on a vintage theme.  
 Oct 4<sup>th</sup> Skittles and supper evening at Butler & Tanner, Frome.  
 Oct 18<sup>th</sup> **Event.** Winter vintage jumble at Cranmore railway station yard.  
 Oct 27<sup>th</sup> **Club night** Guest Speaker:- Mike Rowland. An illustrated talk on The Clifton Suspension Bridge.  
 Nov. 8<sup>th</sup> **Event.** Enstone Sortout. Enstone airfield, Oxfordshire. Bookings, 01367 810415  
 Nov 24<sup>th</sup> **Club night** Guest Speaker:- Tony Scammells. A presentation and talk entitled "Just a little something".  
 Dec 7<sup>th</sup> **Event.** Winter Crankup at Nunney Catch.  
 Dec 27<sup>th</sup> **Event.** Mince Pie Crankup venue TBA.  
ALL DATES ARE SUBJECT TO ALTERATION.

### Chairman's Report

The last monthly meeting at the Old Down Inn this year had guest speaker John Sansom give a talk on "Chimney Sweeps". John's talk covered sweeps from the Victorian era, when children as young as 5 were used to climb the chimneys and sweep down the soot, to the present day where he still has about four thousand customers on his books. His memories

of his exploits as a sweep were entertaining and at times hilarious. All in all, this was a very entertaining and amusing presentation and our thanks to John for the evening's entertainment. The usual raffle followed the talk, with a very large selection of prizes on offer. The room was packed full with members, with standing room only, I hope we get as many turn up at the AGM.

What a disaster! The Anti-freeze crank-up at Nunney on December 2<sup>nd</sup> saw gale force winds and torrential rain sweep across the Mendips which resulted in only about 20 or so stalwarts turning up. The rain cleared later in the morning but it was too late to make a decent crank-up out of it. At least it gave Jackie a chance to take quite a few membership subs!

I'm pleased to report that Mike Snook is slowly recovering from his life threatening surgery earlier in the year, Mike is hoping to put in an appearance at the Mince Pie crank- up at the Old Inn on the 27<sup>th</sup>.

As Chairman, I would like to wish all our members and readers a very Merry Christmas and a Happy New Year.

### Social News

I'm in big trouble with Dot Watts for adding four years to her age! Congratulations to her on her 83<sup>rd</sup> birthday on the 27<sup>th</sup> December.

Congrats also to Founder Member Herbie Gane who is 60 on the 3<sup>rd</sup> of December, to Maureen Gay who is 65 on the same day, Liz Hibbs on 22<sup>nd</sup>, Bob Lodge who has a birthday this month, and I'm badgered to tell you all that I'm 66 on 10<sup>th</sup> ;o))

Best wishes to Evelyn Cox who has recently been in hospital with a few problems including pneumonia.

This from Stan & Freda Kerley

"Thank you for your good wishes in the October Newsletter, we are both doing fine now and look forward to seeing you at club events again soon. Wishing you all good rallying for 2008."

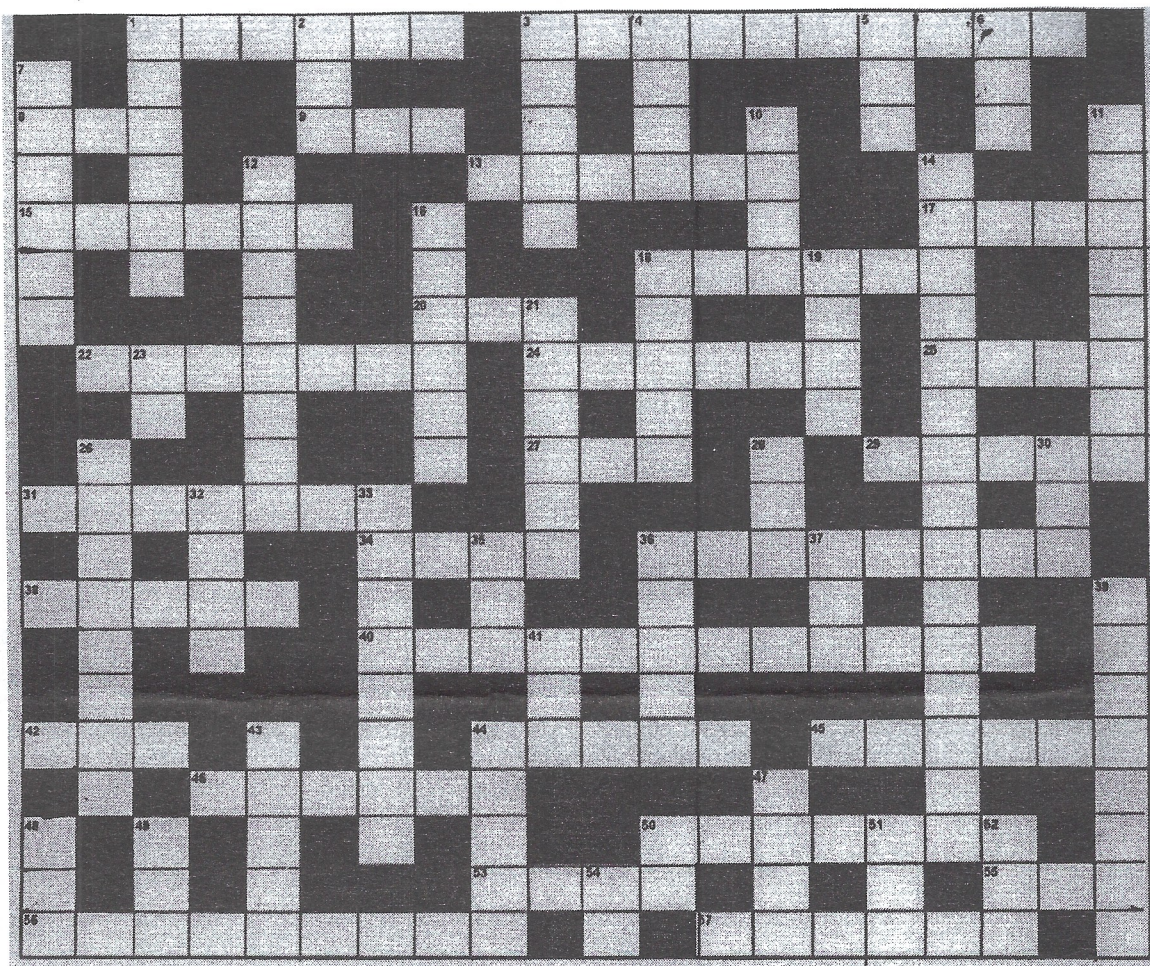
### From the Treasurer

Jackie Lambert asks me to remind everyone that their subscription runs out on December 31<sup>st</sup>. They will not then be covered by the club's Third Party Liability insurance.

Please remember that subs have risen for 2008 and are now £11 single, £13 Joint - Juniors stay the same at £1.

*I am indebted to Keith Shephard for his kind contribution of a crossword puzzle to make you scratch your heads as the turkey goes down!*





### ACROSS

- 1 In WW2, this famous engine maker employed 10,000
- 2 County town within Wessex
- 8 What Churchill called a "factual Inexactitude"
- 9 A famous Sussex coastal town with a windmill
- 13 American engine maker
- 15 Frequently used to locate engines and parts
- 17 Could be made by KLG
- 18 Undoubtedly the worlds most popular engine
- 20 Hound
- 22 Could Ettore love the Vayron?
- 25 Famous motorcycling author
- 27 Wolverhampton heavy duty automotive product
- 29 Almost the other half of 3 Down but not quite
- 31 Production run of around 250,000 engines
- 34 What Britannia does best
- 36 Stores kinetic energy inside or out
- 38 Compression fittings perhaps
- 40 English Braunschweig, but not cabbage looking
- 42 Popular port
- 44 Alloy of Cu and Zn
- 45 Could be a bit of a bore
- 46 Alloy of Cu and Sn
- 50 Early ignition system
- 53 Do it on two wheels or four hooves
- 55 Synonymous with wartime Civil Defence
- 56 The wife of an Earl
- 57 Possibly a T300

### DOWN

- 1 Ironmasters of Bratton
- 2 Joseph of Arimathea visited a Somerset feature
- 3 Second half of the Warminster engine maker
- 4 Wiltshire village famous for a steam & vintage rally

- 5 Traditional means of recording data
- 6 Indian State liberated from the Portuguese in 1961
- 7 Often used In the construction of engine exhaust
- 10 As dead as the proverbial
- 11 Famous Gloucestershire pump manufacturer
- 12 Location of a firm more famous for its motorcycles than its stationary engines
- 14 Assassinated PM
- 16 Famous firm In Springfield, Massachusetts
- 18 Frequent engine attachment
- 19 Urea formaldehyde could be one
- 21 When started is sometimes becomes infectious
- 23 Associated with the blue berets
- 24 Some say Scotland's other National drink
- 26 The sound we all love to hear
- 28 One of life's essentials, I fear
- 30 Paul Getty's favourite word perhaps
- 32 Could be an associate of Mr Lyie
- 33 Famous brothers from Guildford
- 35 A semiconductor device for emitting light
- 36 Essential to complement boilers
- 37 Acceptable expletive
- 39 Very enjoyable events, even better when its dry
- 41 Stimulating location
- 43 Engine owners should do this In winter
- 44 New York Baseball team
- 47 Our Founding Father?
- 48 Short hand for a famous Wiltshire town
- 49 Used by a Fergi
- 50 Car made by famous machine tool manufacturer
- 51 Location of church taller than Salisbury Cathedral
- 52 Slow down or this may follow
- 54 Beloved Princess