

## *The Wessex Stationary Engine Club's Monthly Newsletter*

Dec 2014  
37 years of publication!

### **MUST SEE**

[www.wessexsec.org](http://www.wessexsec.org)  
**NEW!!!** With forms,  
photos, info, latest  
stuff. Archive.

### **Obituary**

By Robin Lambert

It is with sadness we learn of the death of **Raymond (Ray) Earle**. He passed away peacefully at his home on 25th Nov at High Ham in Langport at the wonderful age of 94.

Unknown to many, while serving in the RAF during WW2 he piloted small reconnaissance aircraft (often at night behind enemy lines) to bring back much needed information and helping to bring the war to an end. He crashed three times, twice whilst teaching new pilots to fly. He led such an interesting life, even doing a parachute drop in his mid 80s!

Our paths first crossed unknowingly back in the 1960s when he came to the old Frome Generating Station to do an electrical test and report for the intending purchaser of the old - but still working - Turbo Generating Plant that was to be exported.

We always thought of Ray as our most senior club member and those of us who knew him will remember him as a real gentleman, quiet and unassuming with a lovely sense of humour.

The world and us owe Ray so much and he deserved to live to such a great age.

Our condolences go out to his Family.

### **Editorial**

As I write, I hear on the radio that the Orion spacecraft has successfully returned to earth after an unmanned test flight. This is the ship destined to carry us to Mars sometime in the next decade or so. What a thing! I was born in 1941 and have grown up into a world of engineering marvels, each more remarkable than the last.

How fortunate we are to have lived through long and peaceful lives in relative prosperity, particularly as custodians of aging iron. It enables us and those we proudly show them to, to have direct contact with the past, our feet in the grass with our engines and our heads in the sky as we strive for the stars. Without engineers, the prospect of another cold night in a tree somewhere in Africa is all we could look forward to!

I would like to wish you all a very Happy Christmas and a delightful New Year.

### **Moving the Metal For sale**

**Lister A**, 1925. Single flywheel, on a lister trolley.  
Full working order. £350.00. [Phone 01458 210929](tel:01458210929)

**Petter M**. 1934, Apple top, 4hp. On a trolley driving a generator and complete with Lighting board.

**Ruston Hornsby** 1.5hp. PB6, Choice of two. One on a trolley, t'her not. Never had them running, barn find condition.

**International Harvester Co.** LA engine, needs TLC! No trolley, barn find condition.

**EMCO Lathe**, 5". With milling attachment. Loads of tools and kit, very good condition.

All open to offers.

[Phone Phil Coombs, Girney Slade. 01749 841220](tel:01749841220)

**A large collection** of about 40 old milk bottles all with dairy names on them. Suit someone with a dairy based rally exhibit or collection. No reasonable offer refused. Proceeds to Radstock Museum. Buyer collects from Midsomer Norton.  
[Phone Tom Randall 01761 418926](tel:01761418926) or email [tom.ramall@dsl.pipex.com](mailto:tom.ramall@dsl.pipex.com).

**Big slate charging panel** four foot tall, three feet wide, instuments, rheostats etc. All original and unmolested £190 firm.

**JAP Vee twin**, model unknown but likely to be a railcar engine. **No numbers/letters in the usual places!** Base Mounted. Circa early 20's. Probably never run as there is golden oil in the crankcase, all bolt heads are untouched and there is no carbon in the exhaust ports. Complete with exhaust fir cones, brass carb and square bodied ML magneto. Air corrosion only. Turns freely. Serious offers for a serious bit of kit and I'm looking for at least £1,400. Best offer secures it, the only one known! Photos available by email (below).  
[Phone Kim, number below,](tel:01761418926)

### **Suppliers**

#### **Recommended Bearing Supplier – very helpful!**

Solent Bearings, Unit 20&21, Test Valley Business Centre, Test Lane, Nursling, Southampton, SO16 9JW  
Phone - 02380 667100. [www.solent-bearings.co.uk](http://www.solent-bearings.co.uk)

#### **Fuel Tanks and Crank Guards made.**

Tel John Hedges 01635-268359 or 07831-410473 (Newbury Area). Robin Says – "I have known John for over 30 years and he is a good engineer. He has sold all his engines and thought he would have a go at Tanks & guards and is doing quite well"

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



## Featured Engineer Number 6

**Edward Turner - 24 Jan 1901 – 15 Aug 1973**

*Motorcycle designer and visionary engineer*

*By Frank Sider*

The Speed Twin, Tiger 100 and 350 cc 3T models emerged in 1945. They now had telescopic forks, originally designed by Turner, but modified by Freddie Clarke after it was found that fork oil would spew out on bottoming.

### **Triumph T100 GP**

Ernie Lyons won the first Manx Grand Prix on a Tiger 100 built by Freddie Clarke using an alloy wartime generator engine and the unreleased sprung hub in 1946. Turner, away in America, and anti-racing, was furious when he heard, but threw Lyons a victory dinner anyway, and a small batch of replica T100 were made for sale. Freddie Clarke resigned and joined AMC as Chief Development Engineer. Bert Hopwood had an argument with Turner over racing, left Triumph, and stayed away for 14 years. The Mark I sprung rear hub was introduced in late 1947. In 1948 Turner was persuaded to allow the entry of three 500 cc twins in the Senior TT, but none of them finished, so the experience only added to Turner's opposition to factory racing.

### **Triumph Thunderbird**

The 6T 650 cc Thunderbird, as designed by Turner, and further developed by Jack Wickes, was launched on 20 September 1949, when three models covered 500 miles at 90 mph in a demonstration at Montlhéry. Essentially an enlarged tourer version of the Speed Twin, the 6T was designed to satisfy the substantial American export market, and was advertised as capable of a genuine 100 mph. The Thunderbird became a favourite of police forces worldwide. For 1950 Edward Turner went for a "low-chrome" policy, and banned the use of chrome fuel tanks. A chrome tank did not reappear till the 1981 Bonneville Royal Wedding edition.

Once in production, the first performance improvements came mid-way through the first year when the carburettor size was increased. This was the year Turner expressed the belief that 650 cc was the practical limit for the traditional British 360° vertical twin. It was the last year for the T100 GP model, although the T100C carried on, and the Mark 2 sprung hub was released.

Turner became involved in the establishment of the US-based Triumph Corp. in Maryland, a distribution company created to serve East Coast US markets. After 1950, America became Triumph's biggest customer.

In 1951 Sangster sold Triumph to BSA for £2.5 million, having previously sold Ariel to BSA in 1939. As part of the sale agreement, he joined the BSA Group as a member of the board. Edward Turner's holdings in Triumph gave him 10% of the sale.

The first lightweight for Triumph since 1933, a 150 cc OHV Terrier T15, four-speed unit construction single with a sloping engine, was introduced in 1953. As a result Triumph directors Edward Turner, Bob Fearon and Alex Masters rode from Land's End to John O'Groat's for a 1,000-mile Terrier demonstration and publicity stunt – the "Gaffers' Gallop." By 1954 the sportier 200 cc version was available, and called the Tiger Cub.

The Tiger 100 race kit was dropped, and the T100C came with the kit already installed. The T100C had twin-carburettors for this year only.

### **Triumph T110 Tiger**

The production 650 cc Thunderbird was a low-compression tourer, and the 500 cc Tiger 100 was the performance bike. That changed in 1954, along with the change to swing arm frames and

the release of the alloy head 650 cc Tiger 110, eclipsing the 500 cc Tiger 100 as the performance model

In 1956, after a boardroom struggle over power and control, Jack Sangster became Chairman of BSA Group, succeeding Sir Bernard Docker as chair. He appointed Turner Chief Exec of the Automotive Division (comprising BSA, Ariel, Triumph, Daimler and Carbodies – makers of London taxicabs).

### **3TA unit construction twin**

the first unit construction twin-cylinder motorcycle made by Triumph, the 350 cc (21 ci) 'Twenty One' 3TA, designed by Turner and Wickes, was introduced for the 21st Anniversary of Triumph Engineering Co. Ltd in 1957. Unfortunately it also had the first "bathtub" rear enclosure, which proved to be a major styling mistake, with dealers reputedly having to remove enclosures to sell bikes.

### **Triumph T120 Bonneville**

In 1958 a twin-carburettor version of the 650 engine emerged. Triumph test rider Percy Tait hit 128 mph on a prototype Bonneville at the Motorcycle Industry Research Association (MIRA) test track. The "Bonnie" was a show stopper at the 1958 Earl's Court Motorcycle Show.

Edward Turner, wary of racing and high-performance options, thought the Bonnie was a bad design and reputedly said to Frank Baker, Triumph's experimental department manager, "This, my boy, will lead us straight into the bankruptcy courts."

### **Daimler V8 engines**

For 1959 Turner designed the hemi-head Daimler 2.5 & 4.5 litre V-8 engines used in the Daimler SP250 sports car and Daimler Majestic Major respectively. The head design is remarkably similar to the Triumph.

In 1960 Edward Turner went for a tour of the Honda, Suzuki and Yamaha plants in Japan and was shaken by the scale of production.

By 1961 Turner was under pressure to retire. Bert Hopwood resigned from AMC, and accepted Turner's offer to work for Triumph as Director and General Manager. It was at this time that Hopwood conceived the idea of a three-cylinder bike and engineer Doug Hele completed the drawings. Daimler was sold to Jaguar, and Edward Turner's V-8 was put into a Jaguar Mark 2 body with an upgraded interior and trademark Daimler grille, and called the Daimler 2½ litre V8.

In 1962, the last year of the "pre-unit" models, Triumph used a frame with twin front downtubes, but returned to a traditional Triumph single front downtube for the unit construction models that followed.

### **Triumph Tina T10 scooter**

The Tina T10, a Turner-designed 100 cc automatic transmission scooter was introduced in 1963.

Edward Turner retired as Chief Executive of the Automotive Division (which included motorcycles), but retained his BSA Directorship. He was apparently by this time unhappy about the direction the company was taking. Bert Hopwood had hopes of being appointed Turner's successor, but the job went to BSA's Harry Sturgeon. BSA management now took over Triumph policy completely. Sturgeon decided to streamline motorcycle operations after McKinsey, an international business consultant, recommended treating the two companies as one. 1966 saw Edward Turner worked on a large-displacement, four-cylinder engine design which was not built.

In 1967, Edward Turner, at 66, retired from the BSA Board and Harry Sturgeon took his place.



### Calendar of Events

key. CN = Club Night. E = Event

Dec No Club Night.

**Dec 8<sup>th</sup>. Wessex Christmas Party** at the Court Hotel  
**Anti-Freeze Crank up** – cannot find a Sunday venue this close to Christmas. Sorry, we tried!

Dec 27<sup>th</sup> Sun. **Mince Pie Crank-Up** at The Court

*This events calendar is prepared by the editor based upon the Wessex SEC calendar.*

### Chairman's Report

By Eric Gay

Monday the 24th November saw the room at the Court Hotel filled with around thirty club members, to hear a talk and see film of the decoys on the Mendips during World War 2, this presentation was given by our old friend Mike Chipperfield. The talk covered many thing that I had never even give a thought to, the building of a mock town, Bristol, complete with mock up airfields, dummy planes, lorries, hangers were all placed across the Mendips - and even burning towns and airstrips. It certainly did fool those nasty Germans! There were landing lights on runways that were switched on when enemy aircraft were heard approaching and switched off as required, as if left running, would not have fooled the bombers. One night the mock firers did not ignite so one very brave airman crawl on hands and knees around the site lighting them by hand and this as bombs were falling. He was awarded the Military Cross for his bravery.

It is little known that the anti aircraft guns surrounding our major cities were of very little use against the bombers, one reason for this was that in 1942 we had insufficient ammo and only one round in four was a live round, the others were blanks. Our great war leader, Winston Churchill, ordered that the guns must keep firing as this helped to maintain moral among the general public.

Our barrage balloons were not very effective and they brought down our own aircraft as well as a few Germans, the most effective weapon the good old Spitfire.

Down near Southampton on one night when Mr. Hitlers lads were to have a go, the decoy town built nearby drew the German bombers away and that night, only one bomb fell on Southampton and this was by accident as the bomber was ditching its bombs. We were not the only ones to build decoys the Germans did the same. The only difference was our intelligence was so much better and our air force knew most locations of the decoys in Germany.

We had one over on that nasty Mr. Hitler, back then we had some very clever people and to think up some of the ways to fool the German Bombers as we did was ingenious to

say the least. You all know how without the RAF and Bomber Command led by Bomber Harris we may not have won the war. Uncountable numbers of men gave up their live to keep us free from German tyranny - but just look at us now, we have a German chancellor telling us what we must and must not do - God help us. Those brave lads that laid down their lives must be turning in their graves.

You may have read in your November issue of the news letter that we are going to have a new event at The West Wilts Country Park. A letter of our intentions has been delivered to the manager of the Golf Club. I have also written to the West Wilts Society of Model Engineers, asking them to join with us on that Sunday. I hope they will have the steam railway and other attractions up and running for you to enjoy along with our display of engines. I hope this will attract the general public and in this way help promote the Wessex Stationary Engine Club. So if you can please come along and make this new event a success, and pray for good weather.

### Robin's (Old Rockers) Christmas Memory Test

By Robin Lambert

Many of our Club Members who enjoyed their younger days in the 1950s and 60s, let's test your memory regarding the music you would have listened and danced to. Lateral thinking will help so have a go at naming the song or tune along with the performing artist, Some are easy but others, well let's see!!

1. Who had Quivers down his thigh bone?.
2. Who wore Cor Blimey Trousers?.
3. Who had his thrill on a Hill?.
4. Who made love under the Apple Tree?.
5. He liked Lace and a pretty Face.
6. She liked moving Steam Engines.
7. He liked to roam around.
8. He said I've got some money in my Jeans.
9. He said "Let me tell you Baby its called Rock and Roll".
10. She was left all alone at the record Hop.
11. Who had a Bouncy Bouncy Toy?.
12. He liked his Poems on the Move.
13. He could only Sing a Handful.
14. They sang about a Goods Train.
15. He had a Miserable 40 Mile Drive.
16. They only looked once.
17. His Heart got Wet.
18. Its only Pretending.
19. Lula was His Baby.
20. The Baby wasn't His. *Answers at the end ....*

### A Visit to Old Deadly

By Eric Gay

*Published as Received – it's Christmas!*

Yer twer a few day ago that I thought Id go an see old deadly, for as thee might remember Eee were going to restore thick old Petter Eee add



given to him. I thought I go and see ow Eee were getting on we it I banged on the door and after a time the door swung open, whats thee want? well thats how I was greeted, well thats nice said I, I come round to see thee and find out ow youm geeting on we thick Petter, oh come on in sit down I will get the tea on.

Well to tell Eee the truth I ent done a lot to thick engine, just thee sit down thur and av thee tea then thee and I will go out into-the shed I got someit to show--Thee.

You ent going to tell I thee bin hying some other old lump," ah ah my boy you just wait an see". I sat we old deadly and we drank our tea an Eee even got the biscuits out (generous to a fault be old deadly) after tea and biscuits I were conducted to the workshop, once inside with the lights on old deadly pointed and said WHATS THINK OF Eee YOU?

Well sat on the bench was yet another engine, "You said you wernt going to buy anymore" said I " well boy if thee were offered Eee would you av said no" I had to agree for sat on the bench was a farctional HP side shaft gas engine," were did thee get that you jucky lucky old devill" Ah my boy thee got to av a bit oh luck sometimes

I got eee down in Aampshire, found down in Winchester, a bloke add it in is shed wrapped up in a blanket fur nigh on thirty years, is old dad brought it home when Eee were just a young un.

What be you going to do with that then? " what do thee think I be going to do just sit yer and look at Eee, I be going to get it back running and I be then going to take it to rallies, whats think I be going to do, and thee can come and elp if the like, but I geuss I might as well ask big sister to get down yer and give I a hand.

So now after telling I he was not going to restore any more engines he ends up with two to get up and running, we boys always said he were not the full shilling, so I will keep all informed as to ow the old boy gets on with his new toy.

### My First Engine

By Eric Gay

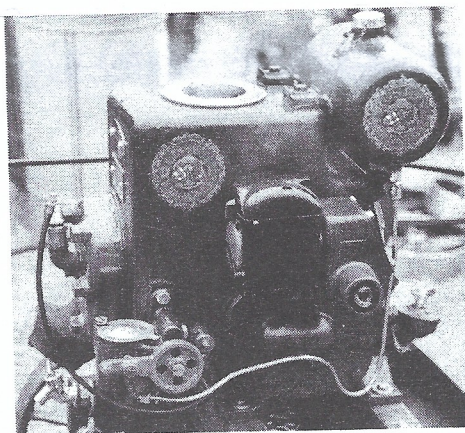
Now I got bitten by the stationary engine bug over thirty years ago and my first engine was a Ruston PT 1.5hp. I still have this engine - it was bought at Semington Sale Field, the field opposite the rally site. It was a lump of rust, but I took it home after paying a huge sum of £11.00.

A few weeks later, I pulled the engine out from under the work bench, and put petrol in the tank. Remember, it was just a rusty lump, no trolley, no skids just the engine. I turned on the fuel tap and petrol poured out of the float chamber! This was soon put right.

Starting handle oiled and placed on shaft, engine swung it fired second swing and then it

was running. Cleaned off rust, several coats of paint, trolley made - and I now had my first engine up and running.

Now it was only a few weeks ago that I laid a spanner on the Ruston again. It had done many rallies, both with me and on loan to others and it now needed some love and attention. The valves seats needed a regrind as as it did not start too well and had poor compression. Off came the head. crank case covers, water way cover and other parts. Then, all cleaned and repainted, engine reassembled, petrol in tank starting handle on shaft turn on fuel tap - and out poured the petrol from the carb! Talk about history repeating itself! Soon fixed though and on the second swing the old PT burst into life and once again ran like a well oiled watch.



We built the best and let it all go, it was only last evening that Kim ran a film evening at the Court Hotel (27th Oct) and part of this was a film showing the building

of Merlin Engine's at Rolls-Royce for Spitfires, Hurricanes and Lancasters along with others. I wonder what would happen now if this country was in peril and we needed firms like this again.

I really do feel very sad when I meet 18 year old's that have left education and cannot read a tape measure.

### Answers to Robin's Christmas Quiz.

1. Shakin all over, Johnny Kid and the Pirates.
2. My Old Mans a Dustman, Lonnie Donnegan.
3. Blue Berry Hill, Fats Domino.
4. Bony Moronie. Larry Williams.
5. Chantilly Lace, Big Bopper.
6. The Loco-Motion, Little Eva.
7. The Wanderer, Dion.
8. C'mon Everybody, Eddie Cochran.
9. Move It, Cliff Richard.
10. Lipstick on Your Collar, Connie Francis.
11. Rubber Ball, Bobby Vee or Marty Wilde.
12. Poetry in Motion, Johnny Tillotson.
13. Hand full of Songs. Tommy Steele.
14. Freight Train, Chas Mc Devitt & Nancy Whisky.
15. Forty Miles of Bad Road, Duane Eddy.
16. Just One Look, Hollies.
17. Raining in My Heart, Buddy Holly.
18. Its Only Make Believe, Glen Campbell, or Conway Twitty.
19. B-Bop-A-Lula, Gene Vincent.
20. Someone Else's Baby, Adam Faith.