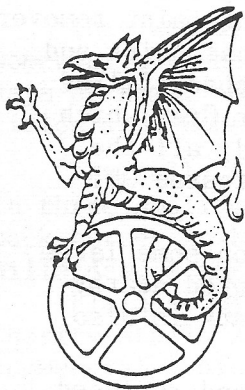


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

FEBRUARY 1993

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THE GARDNER IL2 DIESEL ENGINE.

Some years ago, writing in the Stationary Engine, David Edgington said that the small diesels would soon be regarded as collectors items. Some enthusiasts recognised this fact and have added interesting diesels to their collection. Having had a Petter AA1 and a pristine Lister 6-1 myself for a number of years, I was pleased when the chance to acquire a high quality diesel came my way some years ago. In the past, I had worked with this engine myself and always realised its intrinsic value, never ever thinking that some day it would come my way.

The Gardner IL2 could be regarded as the 'Rolls Royce' of diesels; owners of Ruston Hornsby HR series may not agree with this statement. The IL2 commenced manufacture in the 1929/30 period when many manufacturers were considering the viability of diesel power. It is an elegant design, much use being made of copper pipes and brass fittings, which, with many polished aluminium components such as the rocker cover, water jacket cover and circulating pump, stand out against the grey gloss finish. Larger multi-cylinder versions were offered, 2,3,4,5, & 6 cylinder types (designated for example 6L2 etc) and later the range became the famous LW & LX series. The 5LW and 6LW can be seen powering most funfairs and the Scammell and ERF lorries which transport them.

My engine, Ser. No. IL2/100809 is a late example having been delivered in 1954 to Bristol Education Committee at about the time when they were setting up the College of Science & Technology at Ashley Down in Bristol. It was made as a Laboratory test engine and thus uprated in power from the normal $9\frac{1}{2}$ BHP to an incredible 16 BHP. It was mounted on a huge, sturdy cast bedplate driving a Heenan and Froude DPX2 dynamometer. The engine cost £270, the whole plant a total of £653 plus delivery. Space does not permit an illustration but there is an identical test bed set-up in Stationary Engine Issue 182 April 1989.

Being a Lab. engine, the flywheel is a solid steel plate, turned all over and is very heavy. It is marked with TDC and spill-timing marks for 1000 and 1600 rpm. Regrettably I was not allowed to have the dynamometer; I just could not take the cast base, it was too heavy. The entire engine had been repainted by some Philistine in kingfisher blue household paint, all over the quality finish carefully applied at Patricroft some thirty years before. Luckily I was given all the documentation and all the letters appertaining to the purchase of the unit. This was all well preserved in a wallet file along with the handbook and numerous other items. I wrote to Gardners and received a nice letter in return from Syd Wood of the Sales Dept who told me of his interest in the old engines and that he had a pal who was a collector. He enclosed a copy of the original test report on my engine; very comprehensive it was too! The engine stayed in my shed, gradually moving back down my priority list, then one day I discovered a box at work and to my great delight it was the box of tools and spare parts despatched with the engine from the factory.

Contd. on page 2.

A couple of years ago I decided that the Gardner's time had come. I carefully measured and using data from the original installation blueprints, made a strong steel frame to mount the engine. Months of scraping and wire-brushing coupled with a lot of paint remover somehow got rid of all the kingfisher blue paint, unfortunately the nice original paint and filler suffered during this operation and had to be replaced. I filled and rubbed, filled and rubbed finally finishing with two or three coats of Masons Ferguson Tractor Grey which was the same B.S. code as the original. Mechanically the engine was very sound; all the filters and oil pipes were cleaned out, the pump was checked and the injector tested OK. The only replacement parts were rocker cover and crankcase gaskets.

The whole engine and flywheel outrigger bearing was mounted on its frame on some large rubber solid-tyred wheels for ease of moving about, a small water tank was mounted nearby which can be readily disconnected from the main unit if necessary. The fuel tank is also mounted on this unit.

The file handle which served as a 'Full Rack - Stop' lever was discarded and replaced by a brass handle more in keeping with the style of the other parts of the engine. All the brass instruction plates were polished and the fuel system filled and bled. One fine summer morning last year, I raised the decompressor, set the rack to 'start' and pulled over on the starting handle. A puff of blue smoke from the exhaust, down with the decompressor lever, one more revolution of the handle and the Gardner was running again. I set the idling to 650 rpm, this being nice and steady and as it warmed up, the smoke diminished and it ran for half an hour or so.

The IL2 is nice to have in the garage, it makes a good talking point when visitors spot it. It starts so easily and runs so well with that thumping rhythm reminiscent of a Marshall tractor. Being so heavy, I can't see it ever getting out to a show, so for the time being it is just a 'big boy's toy' !! A similar engine is regularly seen at local rallies but it is the standard version with smaller flywheel and is painted Trinity House Green having been used as a lighthouse gen. set engine. It is owned by Tony Twining of Bristol; goodness knows how he ever gets it around.

Finally a quote from another Gardner owner, Trevor Vernon from Merseyside, who says "Any engine will take you out to sea - but you can always be sure that a Gardner will get you back again.....!"

ERIC BRAIN.

CHRISTMAS CRANK-UP DECEMBER 27TH

Brian and Ray Baker must have had the prayer mats out for the days leading up to Sunday December 27th as yet again they scored with the weather. Early morning frost followed by a dry and sunny day for their Christmas Crank-Up at Naish's timber yard.

Mary and I arrived at about 10 a.m. to find several club members with their engines already set up. Mary was quickly installed behind the coffee and refreshment bar and soon began to serve coffee, sausage rolls, mince pies and sandwiches all laid on by Brian and Ray. It wasn't long before Eric and Maureen Gay arrived, Maureen was also despatched to the coffee bar.

As the morning progressed outside a steady flow of members appeared bringing all makes of engines from Listers, Petters, Amancos, Stuart, Crossleys and United, etc., in all I counted 36 engines, 2 tractors a Standard Fordson belonging to Brian Lovell and Roy Pointing a Trusty, also on show was a 1911 Gregorie Car belonging to Keith Nash.

This year a raffle was held with prizes that were donated by members, this made £39.00 which covered some of the cost of refreshments. Lucky winners were George Wheedon, Tony Austin, E. George, Mari Austin, Jean Townsend, Tim Merit, Caren Russell, Terry Heath, Brian LOvell and Mrs. Giblett.

At about 2.30 people began packing up after having a very pleasant few hours chatting and getting the Christmas cobwebs out of the system so all that remains now is for me to thank Brian and Ray Baker for a most excellent get together, the ladies who ran the refreshment bar and last but not least everyone who took part and made this a most enjoyable event, I look forward to another one next year.

BRIAN VERRALL.

TEIGN VALLEY VINTAGE TRACTOR RALLY - Blatchford Farm, Lower Ashton,Near Exeter, Devon - Sat 19th/Sun 20th September 1992.

This was my first visit to this rally and my 90 mile journey from home to site was somewhat apprehensive as to what the site conditions would be like following two rain lashed days at home. My fears were alleviated by the time I arrived at Lower Ashton as surrounding fields were bone dry, not one drop could have fallen on Devon.

The rally site must have been one of the most picturesque I have ever seen, situated in three small meadows with access over a tiny humpy river bridge, probably once used by pack horses in bygone years and bordered by a river, a railway line and rolling wooded hillsides, a more beautiful site would be hard to find.

Field No. 1 consisted of beer tent, craft stalls, food waggons, childrens entertainments, Charity Stalls and lots of tented exhibitions. Field No. 2 had autojumble, more stalls, commercial vehicles, cars, motor bikes and a large ring for mobile exhibits. Field No. 3 was for tractors and stationary engines, plus exhibitor camping. Space here was definitely at a premium with 120 motor cycles, 110 cars, 80 tractors, 35 commercial vehicles and almost 150 stationary engines!!!!!! Quite a few Wessex members attended this show with a good cross section of exhibits which ranged from Amanco's, Petters, Allen, Victoria, Wolseley and Villiers, one or two proved to be troublesome, as did Steve Routleys generator but his problem was soon overcome with the aid of a torch battery to help bring the dynamo back to life. Steam engines were present including club member Ron Torr with his latest creation, a 4½" scale Marshall traction engine, a superb locomotive, that drew lots of attention and admiration of Ron's skills in building such a fine engine. The highlight of my weekend was a ride on this machine (under strict supervision of course). Thank you Ron you really made my day.

To sum up a great weekend, a nice location just on the edge of the Dartmoor National Park, an easy route, M5 then A38, a warm friendly event.

ED.

FOR SALE 2 Simplex milking machine buckets with teat cups and rubbers £30 per pair.
Pulley Wheel Lister 5hp? Any offer.
Landmaster Rotovator with Villiers MK20 engine (rewound coil), rotovator partly stripped for renovating, no tyres or tubes owing to fire.
£55 or any offer (Haggle). Alan Sweet 0749 890586.

FOR SALE International 3 hp low tension 'M' type class 2 condition £400.
2¼ hp Amanco Hired Man, hit and miss, petrol, class 2 condition £350.
1924 Lister 'L' type on original trolley, restored to class 1 condition £200.
All prices are subject to negotiation. All enquires please contact Rod Perkins
0225 904001 (Whitley, Near Melksham).

WANTED All kinds of 'ephemera' (bits and pieces) by The Bristol Wagon & Carriage Works. Books, old adverts to buy or copy, all things acceptable. Also does anyone know of the whereabouts of an old mangle made by this firm? If you can help with any of the following, please contact Eric Brain, 5 Greenridge, Clutton, Nr. Bristol or phone 0761 452633.

WANTED Piston for 1½ hp Petter 'M'. Please contact Nick Major on 0724 856807.

1993 EVENTS DIARY.

I am at present compiling a '93 event list for inclusion in the March newsletter, would members who want their local events advertised, i.e. fetes, crank-ups, flower shows etc. please let me know by not later than March 8th.

Thanks ED.

FORTHCOMING EVENTS

March Club Meeting - Monday 29th - Eric Brockway on Douglas Engines.
Sunday April 4th - Visit to Priston Mill.

CLUB EVENING - Monday 25th January.

As I seemed to be the only one at this meeting with a pen and paper I was given the job of reporting this meeting, but I am afraid it really won't do justice to club member Phillip Caudle, John Ridd and Chris on the slide projector who did this excellent talk as it was very informative, but the technicalities of all types of Coventry Climax engines shown on slides were way above my head, but here goes. Phillip had brought along an actual Coventry Climax engine to the club for people to see plus some very detailed drawings, pistons and other engine parts were also on view.

In the 19th century Coventry was the watch and clockmaking centre and eventually became the centre of engineering excellence, but the firm of Coventry Climax is there no more. The firm began with a Mr. Lee who formerly worked for Damlier, and later carried on by his son Leonard Lee who aware of an impending war - in 1938 came up with a design for a portable fire pump with wheelbarrow handles which could be towed behind a small car, so that it was easier to get into some of the narrow back streets, it was demonstrated to the Home Office and would pump between 234-500 gallons a minute, consequently 500 units were ordered and over the war years 25,000 were sold. In September 1950 Mr. Lee took on a new engineer, Wally Hassan and with draughtsman Harry Mundy took on the job of designing a new fire pump which would pump twice as much water. It was up and running by April 1951, tested on a Saturday for half an hour, Leonard Lee kept watch whilst it ran to full power of 38 BHP and won the contract with the Ministry of Defence.

Fork lift trucks and marine engines were another venture Coventry Climax went into and also racing car engines, an area in which no money was made, it was all done for the love of it at cost, but Coventry Climax finally came out of this in 1965. Coventry Climax's adopted badge was Lady Godiva on her horse and the racing car badges showed Lady Godiva on her horse in gallop.

At half time we had our raffle and the lucky winners were Bob Hallam - a nature book on Galapagos, Mary Walton - chocolates and Tony Andrews - a smoke alarm. The meeting ended at 11.00pm. Thanks to Phillip, John and Chris, I only wish I could have taken everything in, they certainly know their Coventry Climax. Please let me know if I have made any serious errors, they can be put right in the next newsletter.

J.J.L.

JOHN HEWISH.

Some several years ago our club made a very interesting visit to the home of John Hewish who lived at Worle, Nr. Weston-Super-Mare. John regretfully passed away last year. Our visit to him was to view his engine collection, which consisted of many oil and petrol engines plus some gigantic stationary steam engines, some standing 15ft tall and weighing many tons. A memorable evening was had with him, he will be sadly missed.

1993 DIARY OF EVENTS.

How many of you spotted the November club night theme - an illustrated talk ON Tom Randall!! Was this a printers error? Or was it intentional - to find out don't miss this evening.

WANTED

Old photographs of anything to do with steam in Somerset. I would like to be able to take photos of any suitable photographs that you have. I can come to your house or meet you at a club evening.

Peter Holloway - Ilchester.

0935 840370

