



CRANKING

February

2008

Thirty first year
of publication

www.wessex

-sec.co.uk

The Wessex Stationary Engine Club's monthly newsletter

From the Sump

Headline news for all custodians of Rusty Iron must be that the Sodbury Sort Out at the Newbury Showground is CANCELLED. I understand from someone that had booked a stall space that various reasons were cited: the Police getting difficult about the pressure of traffic off the M4/A34, the effect of ever rising fuel prices and 4x4 vehicles having to pass through the new London Low Emissions zone. It doesn't sound very convincing to me, I must say and I wonder if any of these "reasons" reflects the true state of affairs. Having dealt in the past with the Newbury Showground in quite a different context, I am aware that they know a good thing when they see one & the number of vehicles in the car park in the last couple of years might have raised their eyebrows and the fee along with it! Just my supposition, you understand ;o)) Personally, I've been quite surprised that the local EHO has not had more to say about Health and Safety concerns within the sales area. Lots of stuff to trip over and sharp lumpy things to fall on!

<http://www.oldsodburysortout.co.uk>

On behalf of the club I've been in discussion with The Avon Valley Railway about the possibility of a crank up at Bitton Station. We have a good number of members in the Bristol area & have every expectation of a good turn out. The committee were supportive of the arrangements I'd made so far and gave a green light for the event to be added to our calendar of events this year. Various dates were examined & we thought we'd put our toe in the water for a few engines on Saturday 31st May 2008.

The AVR are having a little difficulty with the local householders at the moment as they have a building programme in place. They do not want to exacerbate the situation and the top car park that was to be the site (it would easily hold forty of us, engines, transport an' all) won't be used for our first visit. They have asked us to bring a few engines along to exhibit on the grass next to the station buildings on the first instance. I'm not sure just what this will mean but will be in a position to comment further after my next site visit, probably by the AGM.

Moving the Metal

For sale

Lister A. 1932/34. Petrol/paraffin, tank cooled (new tank). Runner, as found, Class 2. No trolley. £175.

Lister D. Two near complete engines & many spares - £100 ono. **Amanco** mag bracket & gear £60 ono. **Magnetos**, Lucas RS1, a/c, gwo £40 each ono. EIC, gwo £80 ono.

For all above ring Eric on 01225 754374

Lister D, Class 3/4. Chain drive mag, no date. Mostly complete & sound. As found & requires work. No trolley. £30 ONO. **Richmond** 01 horizontal mill with power feed and vertical head. **Alba** 1A shaper. Half a ton each & cheap - buy 1 get 1 free! Buyer to collect from Newton Abbot area. Both above phone Dave Ashwell on 01626 355019

Hymatic engine & compressor. Unusual & interesting little unit that can be carried in one (strong!) hand. Unrestored & complete, but some parts removed (all available) prior to restoration. Email me for photo and original 50 year old advert. £200 OVNO.

Bernard Marchal engine - one of the motorcycle looking lumps. In good, as found condition. Starts & runs easily, lightweight & easily moved about. On makeshift runners. Email me for photo £200 OVNO.

Douglas flat twin engine. 1930's. Believed ex Autotruck. Fair sized lump - 750cc ish - as found with carb but no mag or starter drive. Turns over OK. Email me for photo. £125 ONO

Iron Horse 12V 300W generator. Not license built but a genuine Johnson Corporation manufacture. In original WW2 green and absolutely complete & correct. Email me for photo. £80 OVNO

"**Old Glory**". Stack a foot high 80's & 90's - tenner. **WANTED "Stationary Engine"** Magazine. Now only need 16, 17, 18, 24-34, 36. Have early copies to swap! All above, phone Kim Siddorn 0117 964 6818

This column really works! Let's have your engine and similar stuff that you have for sale up here for a month before putting it in SEM - you might see it at rallies if sold locally!

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

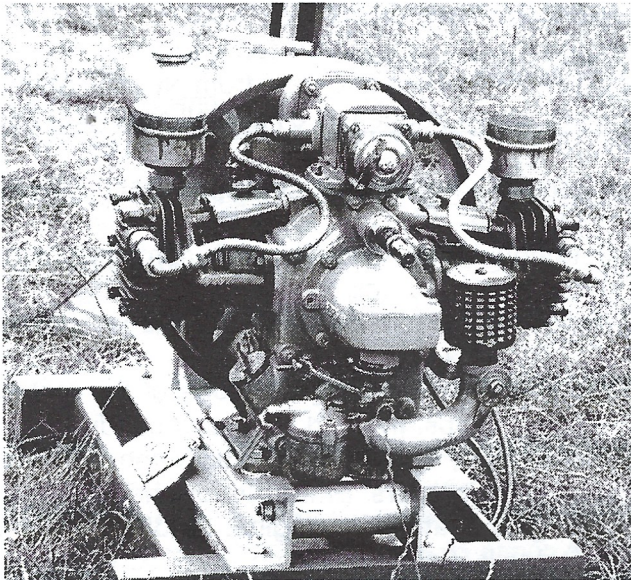
Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy
J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

Featured Engine No. 13

The Norman T300 series

By J.K. Siddorn

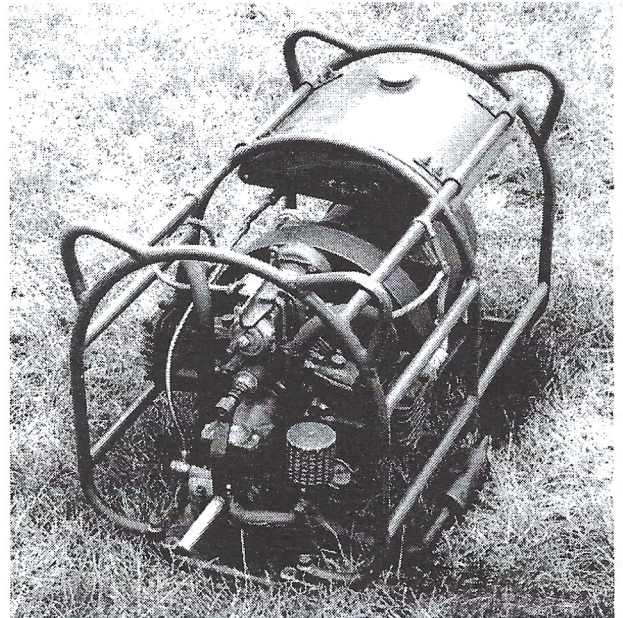
In 1930, the Marconi Company asked the Norman company for a lightweight, air-cooled petrol engine capable of driving a one-kilowatt generator. The three prototypes were of 250cc, but by then the requirement had risen to 1.25 kilowatt, so the capacity was raised to 300cc. Production commenced in 1932 and continued in one guise or another until the factory closed down in 1968, the Mk2 being introduced at the end of the war. Certain features were modified in an attempt to keep the price down. The oil filler is different, the Mk 1 has a detachable starting handle and the bottom of crankcase is finned, but the most noticeable difference is that the top of the main casting behind the mag is rounded whereas the Mk2 has a flat top with tapped holes for attaching a fuel tank. The flywheel doubles as a very efficient fan and is cast in aluminium. Mk1 flywheels bolted to a steel hub but Mk2 are fitted direct onto the mainshaft.



Canister type silencers that fit directly onto the exhaust ports were optional from about 1948/9, the alternative to exhaust pipes curving around the engine leading to a common silencer. Some engines were also available with a paraffin conversion.

The Mk 2 was largely used on battery chargers & lighting sets & from 1938, large numbers were bought by the War Department. The Admiralty bought them for use in charging sets on MTBs and a marine version was also made, basically the same but without the governor. Some were supplied to Imperial Airways for use on flying boats as Auxiliary Power Units (APU's) and typical tasks would have been charging batteries, bilge pumping and fuel lifting. They were also supplied to various firms for driving compressors & Auto Diesels purchased hefty numbers of T300's to power lighting sets.

A fair number seem to have survived from an air drop, D-Day specific order that seems to have



been based around the T300. The author has never seen or heard tell of another engine being used in this context. The generators were fitted into frames that in turn slid inside a special parachute drop container. At least two different types were made.

The serial number on these engines is found on the left side of the crankcase and is repeated on the brass plate on the top of the governor. That said, many of the WW2 engines do not have a serial number and in any case, the numbers frequently do not agree as parts are readily swapped from one Mark to another and most parts are interchangeable. About 5,000 MK 1's were made and around 7,500 MK 2's. Confusingly, Mk1's have serial number commencing with TE whereas MK2's begin TA. For MK2's, the post war numbers ran:- 1945 TA1001, 1950 TA4673, 1960 TA8034, 1968 TA8590.

From a practical point of view, as the engines are principally made of aluminium, they are very light to carry about, easily started and are smooth in operation. Easily slotted into an estate car or capacious boot, they are popular choices for those of us approaching their sell by date! They are still around for sixty quid or so and often crop up on e-bay. They scrub up well and most are displayed sans paint and in brushed aluminium finish. Mk1's command a slightly higher price and aside from being earlier & a bit more unusual are said to be noticeably smoother than the later engines.

The big brother of the range is the T600, a much weightier proposition altogether & therefore not so often seen at events. Prototypes were unfaired like its smaller cousin, but early tests showed that it got unacceptably hot under heavy load and sheet steel cowlings were fitted on all production units. It seems that most of the T600's were used as mower engines.

If you want to know more about these interesting little engines, Stationary Engine magazine published a comprehensive article by Phillip Gallimore in numbers 95, 96, 98 & 100.

Calendar of Events for 2008

Feb 25th **Club night.** 30th Annual General Meeting.

DECISIONS ARE MADE BY THOSE WHO TURN UP!

Mar 1st. **Event.** Spring vintage jumble at Cranmore railway station yard.

Mar 24th . **Event.** Mells Daffodil Rally

Mar 31st. **Club night** Guest Speaker:- Keith Shepherd. An illustrated talk on "35 years in the iron foundry industry and still learning".

Apr 12th. **Event.** Sodbury Sortout, Newbury Show Ground. CANCELLED

Apr 13th . **Event.** Spring crank up at Nunney Catch.

Apr 19th. **Event.** Enstone Sortout. Enstone airfield, Oxfordshire. Bookings, 01367 810415

Apr 28th **Club night** Guest Speaker:- Richard Harris. An illustrated talk about BBC outside broadcasting vehicles past and present.

May 10/11th. **Event.** Breamore House, engines wanted. – SEE PAGE FOUR ->

May 19th. **Club night** Members Evening. Show ten photo's or slides on any subject. Prize for best effort.

May 31st . **Event.** Saturday crank up at Bitton Station

June 4th. **Event.** Wednesday Evening Crank Up at The Old Down Inn

June 14/15th. **Event.** Two day WSEC Rally at the Haynes Motor Museum, Sparkford nr Yeovil.

June 21/22nd. **Event.** 1000 Engine Rally, Astle Park
Contact Mr M.E.Banks 01538 755844

June 30th **Club night** Guest Speaker:- Rob Armstrong, An Illustrated Talk "Cleaning Up Ranskill"

July 6th. **Event.** Bristol & SGSEC annual rally,
Contact Mr Williams 01454 413647

July 28th. **Event.** Evening Crank Up at The Court Hotel, Chilcompton.

AUGUST 18th. No Meeting

AUGUST 31st. No Meeting

Sept 29th **Club night** Guest Speaker:- Colin Baker. A digital presentation on a vintage theme.

Oct 4th. Skittles & supper evening at Butler & Tanner, Frome.

Oct 18th. **Event.** Winter vintage jumble at Cranmore railway station yard.

Oct 27th. **Club night** Guest Speaker:- Mike Rowland. An illustrated talk on The Clifton Suspension Bridge.

Nov. 8th. **Event.** Enstone Sortout. Enstone airfield, Oxfordshire. Bookings, 01367 810415

Nov 24th. **Club night** Guest Speaker:- Tony Scammells. Talk entitled "Just a little something".

Dec 7th. **Event.** Winter Crankup at Nunney Catch.

Dec 27th. **Event.** Mince Pie Crankup at the Old Down Inn. ALL DATES ARE SUBJECT TO ALTERATION.

Chairman's Report

Our Mince Pie Crank-up, held at the Old Down Inn was the last event of 2007 & was well supported with about 30 engines displayed. A steady stream of members turned up during the morning just having a look around including Mike Snook, who was some two stone lighter since his illness. It was nice to see you out & about again Mike, & we look forward to seeing you at future events.

Maxine the landlady at the Old Down Inn supplied the hot mince pies & sausage rolls which the members appreciated on a cold but dry morning. We had a really good raffle with about 50 prizes on offer thanks to the generosity of the member who brought loads of goodies along.

The first meeting of 2008 saw a really good number of members turn up to be entertained by our guest Ashley Jones who gave an illustrated talk on the History of Pickfords. Ashley's vintage photos showed many of the firms heavy haulage vehicles going back nearly far as the Civil War! An entertaining evening, enjoyed I'm sure by all the members present. Jackie Lambert was again busy with membership renewals and Carol Phillips did sterling service selling raffle tickets for another well supported event - thanks to the members who contributed many of the prizes on offer. I'll look for many of you as possible at the AGM.

I would like to remind members that subscriptions for 2008 are now overdue, £13 double. £11 single, £1 junior.

My thanks the committee for their hard work & dedication in running the club in 2007 & look forward to the same for 2008. I would like to wish all readers & members a very **Happy New Year!**

Social News

Happy eleventh Birthday on 25th February to Max Feeney! We might even sing to you.

From our Syrian Correspondent

I've been in Syria for 5 months now, & I'm over half-way through my time here - it seems to have passed incredibly quickly. I'm sure my Arabic is improving though, thanks to the excellent teacher we have at the University of Damascus Language Institute. I've gone from standing out as an obvious foreigner the moment I open my mouth, to fooling the locals for at least part of the time!

I've also made the most of my time out here to travel within the region & see some of Syria's historical sites. Some of the sites here, from Roman cities in the desert to Arab forts & beautiful mosques, are incredible, & almost unknown outside Syria. Damascus is the oldest continuously-inhabited city in the world. Now, however, it's a very busy metropolis, but there's always something quirky & often uniquely Syrian round the corner to remind us where we are. I read the article in Stationary Engine Magazine with interest. Some of it was very accurate & gave me a chuckle, but some of it was frankly rubbish!

I have a feeling that my time here will be over before I know it, & I suspect I'll probably be flying back out to the Middle East as soon as I can- my time here has confirmed my choice of degree & what I want to do in the future. In the meantime, if anyone has any manuals they'd like translated from Arabic, maybe I'm your man!

Thanks to everyone who's asked after me.

Jonathan Hockedy

A Word from the Treasurer

You are politely reminded that this might be your last edition of "Cranking" if you have not paid your subs, neither will you be able to vote at the AGM as only paid up, adult members can vote.

Thanks to all those who donate stamps & cash to the club – they make a very welcome addition to our funds.

Breamore Countryside Museum

Breamore is a beautiful Elizabethan manor house at Fordingbridge in Hampshire. Their Working and steaming Days are well known and always fascinating. Eric Gay is looking for engines & other similar exhibits to support the Museum's Working Weekend on the 10/11th May. There will be a raffle & BbQ party Saturday evening. Please phone Eric for a form. 01225 754374

Forecast – Windy & downright miserable!

By Robin Lambert

I am certain that it was not just me that had been watching the weather forecast for the two days prior to the crank-up. Gale force winds and driving heavy rain were predicted & this must have made many club members batten down the hatches and stay put.

Tony and myself nipped over to the Catch on Saturday afternoon and marked out the display area with cones and had a chat with our hosts who had also been following the weather forecasts. I was in no great hurry on Sunday in putting out the signs along the bypass and arrived on site at 8.00am - but I was by no means the first. Don and Christine were already there, Don dressed in his wet weather gear and he had already 'parked up' several exhibitors. As the morning progressed the available space provided was pretty well filled up. Around ten, the skies cleared somewhat & engines started to emerge.

Andy Vincent had his new acquisition, a Ruston Hornsby on a twin axle trailer, I haven't seen this engine for a few years since its previous owner exhibited at the Bath & West Show. Kim brought a Douglas-manufactured Iron Horse, an unusual hybrid model with a proper Tillotson carb and top tank. Although leaving the air filter at home made it a little erratic, it sat in the back of his estate & ran all morning. We took along our hot air engine fan and again ran it in the rear of the van out of the high winds. Some members neither ran nor unloaded their engines & took refuge in the café – here Jackie took their membership money and Carol sold raffle tickets, so no time was wasted! Chairman Brian set up the raffle prizes early in the morning and had to return home for a pressing engagement.

Come lunch time the café was packed and the roast dinners were being consumed, just two sittings this time at 12 and 12.30pm. With every one well fed, our two ladies Carol and Jackie proceeded with the raffle, but just before this took place Jackie made an apology to Dot Watts as we had her age in the birthday column wrong by four years in the

newsletter, so she is not as mature as stated. We gave her a bunch of flowers to make up for the error. Lots of prizes were on offer and I won a nice garden tub (thanks to Bob who made and donated it) Kevin won a nice framed print by Lyn Castell depicting a steam roller and living van, 'vice chairman Eric would have loved this as it was one of a pair and he has the other'. Amongst a good deal of chatter and leg pulling and Christmas card exchanges the crowded café thinned out as folk began to pack up and make their way home. Despite the miserable weather a good number of members turned up and supported this event, some coming from Gloucestershire, Bristol and Weston-Super-Mare - great support for a great club.

An Unusual Auction

By Robin Lambert

It's really quite rare for me to attend an Auction, but an advert in the local press mentioned that Somerset County Museum Service were disposing of almost 300 lots of domestic bygones and vintage machinery which included some stationary engines. The Sale was to be held at The Warehouse George Street Glastonbury on Friday 28th Sept and as this is only half an hours drive from home, I thought it would be nice to have a look at what was to be on offer the next day. Several dark dingy rooms were piled high with allsorts of artifacts including several stationary engines, all in pairs on wood pallets to be sold two at a time. Most unusual this, if you only wanted one you would have to bid for the pair.

There were several engine collectors having a look around and I met up with fellow club member Brian Coles who was looking at a green open crank engine of about 2-3hp and neither of us could decide what make it was, the light in the building was so poor. I went back to my van to get a torch & this helped, but we could still not definitely identify this engine. The general opinion amongst others present was that it could possibly be a Meico or Brownwall, but if you wanted to bid for it you'd end up with the Amanco that was on the same pallet! Next to these engines on another pallet was a Lister and a National Gas Engine of about 6-8hp, it's two heavy flywheels removed and were leaning against the engine. Spread around these dark, dank rooms were lots more small Listers, again all in pairs. There was hundreds of old hand tools, farming items, wheelwrights tools. Lanterns, carts and remains of others. Almost everything was in a very dilapidated condition having been stored in damp conditions for years.

Brian attended the sale next day, bought himself a Lister and gave me a rundown on sale prices. Most of the engines had been wildly underestimated, the Amanco and unknown made £750, the catalogue estimate being £100-£150. The Lister and National Gas engine made £2,200 and had a estimate of £40-£60. Added to the purchase price was a 20% buyers premium + 17.50% VAT, virtually doubling the hammer price.