

CRANKING

The Wessex Stationary Engine Club's monthly newsletter

February
2010

Thirty third year
of publication

www.wessex

-sec.co.uk

From the Sump

I like this time of year when the days are lengthening & spring cannot far away. I'm particularly pleased with myself this week as I've found another ABC engine that will supply all the parts I need to complete a mid 1930's Mk I engine & this I hope to be hauling around with me later this year. As they were intended for use as auxiliary power units in aircraft (the Mk I's were standard in many flying boats on the Imperial routes), they are complicated, light in weight and very well made. They will exceed comparison with any modern piston engine in terms of quality and design for purpose and I do not care to imagine what they cost to buy when new!

To make my life complete, a little Vincent 75 industrial engine appeared out of the blue last weekend, a swap for something I didn't value especially. It is complete & ready to run & I even have a contemporaneous dynamo for it to drive.

What engines do YOU like? What attracts you to a particular form of engine, whether it be a cheap-and-cheerful American hit n' miss or a run-for-ever Ruston Hornsby IP & AP series. Is it your experience in employment that has sparked this interest or – like me and Brian Baker – a long exposure to motorcycles?

Or perhaps it is the exhaust note, the curious pebbly-bop of the two stroke or the crack and rustle of a well-tuned four stroke. Tell me and I'll print it.

Engines required !

April 2nd–4th (Easter) Virginia Ash public house Henstridge. Stationary engines are invited to attend a three day event and **proceeds are for the Afghanistan Hero's**. Overnight camping if required.

Contact club member Terry Williams on 07845137796

April 24/25th. Westbury Transport Gathering. It's on the B3098 the Bratton Road out of Westbury. Can't miss it, it's in the shadow of the White Horse. Organiser, Keith Miller.

Just turn up!

May 8/9th The Breamore Cottryside Museum.

June 13th. Lackham College Nr Chippenham

Both above - Contact Eric Gay 01225 754374.

June 12th Sat Collett Park, Shepton Mallet.

June 19th Sat Southwick Scout rally.

Both above - Contact Tony Davis 01373 464982.

Moving the Metal

For sale

Fairbanks Morse 2" rotary pump, flatbelt drive. good unrestored condition,. Rotates freely. No Trolley £200 No offers. (Ashcott.) Phone 01458 210929

"Ferm" wood turning lathe, type FHB940. On tradesman built timber stand. 5 turning speeds, 36" between centres. As new, buyer collects. £130.

Turning tools. 11 assorted+large & small callipers £50

Douglas 540cc 1949/50 engine on steerable trolley. Not run for 3 years & dry stored. Buyer collects. £130.

All above, phone Tony Davis 01373 464982

BSA A7 Shooting Star. Near concours, many spares.

Bentall Pioneer. 1919, hardwood trolley. All correct, impulse Magneto. Needs painting. £1,200

Petter 8hp. 1919, M type. Class One prize winner, totally rebuilt, reluctant sale. Best offer near £1.100.

Phone Eric Gay - 01225 754374

Bamford EG3, 1946. Good runner. **Saw bench** for logging, fast & loose pulleys, good condition. **Petter A1,** rough. **Lister DK,** non-runner. **Lister D x 2** (1936?). One runs. (Bindon Abbey, Dorset)

All above, phone Frank on 01929 406212

Lister D. 18DH. Sold to Lewis & Son, Kettering on 9/9/37. Well presented on a four wheel oak trolley.

Phone Phil on 01933 386800 NEW NUMBER

Lister D 1942. On nice two wheeled trolley. Runs well, very tidy. Plus near complete spare engine. £85.

Phone Robin Gardener on 01373 465797 (Wilts)

JAP Model 55. The unusual vertical twin! & apparently unused. Easy starter. Very sexy finned manifold. Apparently in good order. Might swap for something small & interesting. £140.00.

Phone Kim Siddorn 0117 964 6818

Stationary Engine Magazines. July '95 (257) to Dec '06 (393) in six official binders. £50.

"On Four Wheels". Complete in 11 official binders.

"On Two Wheels", 8 binders. All in good order.

REDUCED! £30 a set. Phone P. Riley 0117 932 4345

WANTED

Open crank Hit and Miss engine. What have you?

Keith Shephard: Phone 07803 210021 or email keith@modeng.co.uk.

ABC engine. Particularly 1915 250cc Firefly but anything considered. Good price paid for the right engine!

Triumph twin WW2 genny or parts.

All above, 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

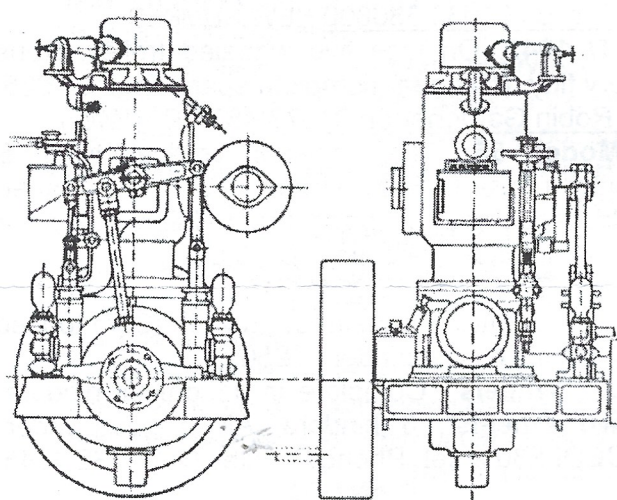
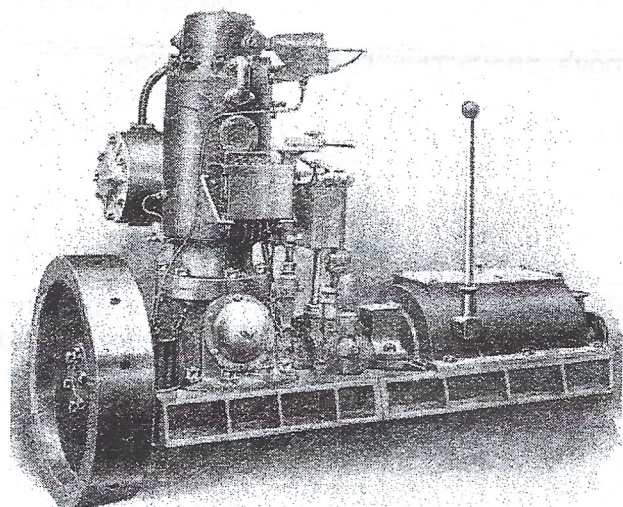
J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

Featured Engine No. 38

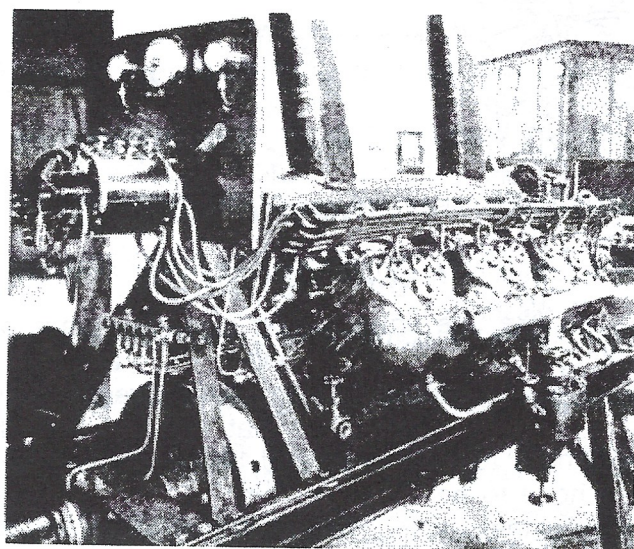
Ailsa Craig Engines - By various authors

They were a manufacturer of marine and specialist made to order engines from 1891 to 1972. Named after the island Ailsa Craig, the company began as a bicycle manufacturer in Glasgow in 1891, later moving to Putney, in London.

Below is a 10hp unit with bore and stroke of 7" X 9", running at 400 rpm. Ailsa Craig made their own injection equipment for the early engines, and although fairly simple and low pressure by modern standards, they gained the company a reputation for reliability and economy amongst their customers. Later engines used first the Acro pre-combustion chamber, then the Ricardo Whirlpool chamber. The gearbox shown in the picture includes the clutch and reversing gear, all operated by the single lever.



It was at Putney in 1904 that the very first twelve-cylinder 'V' type motor was evolved. It was of 100 h.p. and created immense interest, especially in America. It was the pioneer for all multi-cylinder, multi-bank engines of today. Ordered by two Russian brothers to power a dirigible, a Commodore May expressed an interest in the engine when they could not pay for it! With its high power to weight ratio, his racing launch "Defender 1" performed impressively until spray wetted the high-tension distributor to the sparking plugs from the trembler coil. Perhaps inevitably in a salt spray environment, it misfired and was deemed unsuitable.



The problem was not solved until 1906 when Robert Bosch let Ellis Kisch have the first two of his six cylinder magnetos. The distributor was retained and each cylinder had two plugs, each being fired by an alternative source. The engine was sold in 1907 to Hong Kong and was still working after the First World War. A story goes that to check which sparking plugs were working, the mechanic put one Chinese on each sparking plug and... "no sparkee no jumpee!" Can't see that happening today!

The company then set about building early vehicles, going on to produce the world's first petrol engined vacuum cleaner for Hubert Cecil Booth in 1904. By 1906, Dörwald, who had been in the German Navy's Submarine Service, and also with the Daimler Company, had left the Putney Motor Company. Craig received an offer to become the experimental engineer for the Nestle Swiss Milk Company; he could not resist the chance and went on to develop special canning machinery. It was decided to wind up the Putney Motor Company Ltd and this was completed in November 1906. At the same time, Ailsa Craig Ltd was formed to take over the assets and the company acquired the premises at 46 & 47 Strand on the Green, Chiswick in West London. This was an ideal premises for the company, as customer's boats could dry on the hardstanding by the river directly outside the door. They concentrated on marine engine production and a Royal Warrant came their way in 1926. Following successful work for the Ministry of Munitions and Admiralty during the First World War there was a big war commitment in 1939 when 5000 engines were supplied from an additional factory site in Twickenham. Harold Linford who was the Chief Designer and General Manager was killed when an aerial bomb exploded over the Factory at Strand-on-the-Green in 1941.

John Watson took over the running of the factory until the move to Ashford in 1949/1950. There, between 1958 and 1963/4, the company produced further high quality diesel engines with the help of Ricardo Engineering and under the direction of Robert Kisch — son of Ellis. When he was taken ill and moved ultimately to Jersey the company was sold to the Warsop's Fram Group in 1964.

Calendar of Events

Key: Event – E. Club night – CN

Mar 29th CN. Guest Speaker: Peter Goodchild.

My Life As A Spy. Illustrated

April 5th E. (*Easter Monday*) **Mells Daffodil Rally**

April 11th E. **Newbury Sort Out.** Junc M4/A34

April 17th E. **Enstone Sort Out**, Oxfordshire

April 18th E. **Crankup** at Nunney Catch:

Aprtil 24/25th **Westbury Transport Gathering**, Bratton.

Contact Tony Davis 01373 464982

April 26th CN. Guest Speaker: Kim Siddorn.

Rolls Royce Piston Aero Engines. Illustrated

May 8/9th E. **The Breamore Couttryside Museum.** Engines required. Contact Eric Gay 01225 754374.

May 15th E. **Museum at Night** at Internal Fire, Ceredigion.

May 24th CN. **Member's Night:-** bring ten photo's or slides on any subject. - prize for best effort.

June 2nd E. (*Wed evening*). **D-Day crankup.** Venue TBA.

Bring something military if you can!

June 12th. **Collett Park**, Shepton Mallet. T. Davis 01373 464982

June 13th. **Lackham College.** Contact Eric Gay 01225 754374

June 19th (Sat). **Southwick Scout rally.** T. Davis 01373 464982

June 19/20th E. **Wessex Midsummer Vintage Gathering**,

June 26/27th. **E. 1000 Engine Rally**, Astle Park.

June 28th . **CN. Member's Night**,

Other Hobbies / Guess The Object

July 26th E/CN. **Crankup:-** at the Court Hotel

July 31st/Aug 1st. **E. Kemble Rally** (*replaces Haynes*)

Aug 23rd CN. Guest Speaker: Henry Body

A Talk On Speed Records

Sept. 18th. **E. Camerton Village Day.**

Sept 27th CN **Quiz Night**

Oct 9th CN.. **Skittles & Supper Evening**, Venue TBA

Oct 17th E. **Robert's Open Day.**

Oct 16th E. **Vintage Sort Out** at Cranmore Railway station yard.

Oct 25th CN. Guest Speaker, Roger Fowler.

The Burnham-On-Sea rescue hover craft

Nov 13th E. **Enstone Sort Out**, Oxfordshire

Nov 29th CN. Guest Speaker:- Martin Phippard.

Parara Marble Extraction, Italy. Illustrated

Dec 5th E. **Crank up** at Nunney Catch

Dec 27th E. **Mince Pie Crankup:-** Court Hotel

Dates and venues may change. Check before driving!

Chairman's report (*printed as received*)

The first meeting of this year was held at the Court Hotel on January 29th with Peter Davey from Bristol giving a talk entitled "AROUND BRISTOL BY TRAM". Peter has given us talks in the past so we knew we were in for a treat. (One of these was the talk on the Clifton Rocks Railway). Peter's talk was illustrated with slides of old Bristol going back to the turn of the century, trams was first powered by horses; they then tried steam, until finally they were powered by electricity. He has a fantastic memory as his talk is delivered without any reference to notes or hesitation. The slides of Bristol were showing bomb damage during the war and parts of the city now long gone and demolished, brought back memories for the older members in the audience. This was a very polished presentation put over by a very eloquent

orator who in my opinion had delivered a very entertaining evening. Once again the Court Hotel proved to be the perfect setting for our meetings with plenty of room for the assembled members. Since changing our venue to the "COURT" from the Old Down Inn I have nothing but praise for the move, not one member has complained, and lots of members has said Maxine at the Old Down has done us a favour. Despite appealing in the last newsletter for members to come forward and fill the vacant post of club secretary and other committee members, the response has been completely negative. As you know Jackie is standing down as treasurer at the AGM, the club is lucky to have a volunteer for this post and as from the AGM this will be taken on by present committee member Keith Nash. Keith has already cooperated with Jackie and is now in control of the club's finances and is now responsible for issuing cheques and banking any money. Jackie will continue to be the membership secretary, so if you are renewing your membership do it through Jackie, making any cheques out to WSEC LTD.

Our Midsummer Gathering

By Eric Gay

Some updates for you. Planning moves along nicely, but we could honestly do with more support on the organisational side. Please don't be nervous about talking to me – we'll find you something to do!

Lackham College are bringing along their T20 Ferguson Tractor that they will strip down and rebuild each day. They are world record holders, so are a real asset to the Gathering.

Now, on the weekend before our rally, the College are staging a **Farm Working Day**. They have suggested that we might like to bring some engines, particularly if they are working displays. Please do try to bring something along to support them as supports us! Space will be limited, so please do give me a ring on 01225 754374 and let me know what you can bring.

Well, that's it for now. I will let you all know how things progress.

Mells Daffodil Day

Easter Monday 5th April 2010

Robin asks me to make it clear that this rally is now not only full but that he has TEN waiting for places! If you have a pass and cannot now come, please let Robin know on 01373 463526 so he can re-allocate the space. Please DO NOT turn up in hopeful fashion as you will have to pay to get in and there will be no space for you to exhibit!

Social news

By Earwig

Happy thirteenth Birthday for 25th February to Max Feeney! Other good wishes also go to David Coats on March 2nd and Eric Gay on March 28th,

Club Visit

The Kelston Sparks Open Day will be from 10.30 on March 20th. For your SatNav – BS39 4DP. There will be a bucket set out for donations to a children's charity. Please do take this opportunity to come along & see Mr Spark's brilliant selection of stationary engines and other agricultural wonders!

Now That's The Trouble With Petters

By Eric Gay

I have owned a Petter 1.5 HP patent petrol engine for about thirty years, and its always been a bit miserable. It was two years ago an old customer rang me "Hello Eric. My cousin from Canada has an engine collection and is coming to England. Can he come and see your engines?" Well, what would you say? So a day was arranged, the engines pulled out, cleaned & started. Petters, Lister, Bamford, Amanco, Ruston - and old misery guts.

Without too much trouble, it burst into life along with the others. "Maybe its going to have a good day " thought I. How wrong can one be? it had been running for around half an-hour when I heard a strange knocking sound and of course it was coming from old misery. I stopped it and took a look, thinking "Bearings. Big end or mains?" - but no, they were alright. But the noise was still there when restarted.

I stopped it once again and this time I found the trouble. Nothing major of course, only that the rim of the drive side flywheel had split right across and also the top of one spoke had also cracked. Why this had happened I do not know, I removed the flywheel and ran it with one just for my visitor from Canada.

A nice club member welded old miseries flywheel and a lovely job was made of it, but I was worried. If it had happened once, what if it happened again at an event and the flywheel burst? It did not take long for me to find a replacement flywheel near Bristol. Undoubtedly a Petter 1.5hp flywheel, but the hole in the boss was ten thou too big. A five thou wall bush with a jib key slot? Bore it out & make a decent thickness bush leaving the boss too thin for safety? No. At great expense I had the bore hard chromed and ground to size. Look big, pay up, and refit your flywheel.

All done - except old misery had me make it a new gib key to fit. Well, after all this, I thought it was only right that the Petter should have a trip out, so it went to the Crank Up at Nunney a few weeks back. But on the day before the crank up, I gave it a test run and it went up a burst of flames! Oh, not a pretty sight. It ran on the day. It ran all morning without any complaint, even if it was running fast.

Next to our Mince Pie crank up, knowing I was going to be cooking and running round with hot tatties ect. I thought that the Petter should be able to look after its self. Well, we all had a good morning plenty of tatties mince pies and sausage rolls. The Petter ran all morning, but still to fast for my liking, but I was not going to play with it at the crank up, one thing it was too cold and another I had me cooking to do. Thanks must also go to Pete Gear for the supplying the generator, to Brian for getting the Tatties, and to Maureen for letting me pinch her microwave. After the food, I ran a raffle to raise a bit of money for the Children's Hospice South West. (This was run as well as the club raffle and thank you all for your support.)

Oh, by the way, I found out why old misery guts was running so fast. Mind you, it took me around four hours to sort it out. It was the catch plate pushing the governor side flywheel down the crankshaft by about 20 thou. It should not contact the shaft but I have sorted this now by making up a small spacer to fit inside the catch plate. I hope old misery will be happy for a while.

My First Engine

By Brian Baker

Many years ago my wife and I used to spend our Sundays going to car boot sales, usually in the Yeovil area. At one such visit the car boot also included fete type activities including a display of stationary engines, including one that caught my which I thought looked something like a motorcycle engine. It was a Petter flat twin air cooled engine. I immediately thought I would like an engine like that as I had spent 12 years as a service manager in a motorcycle workshop.

Some time later in the local press, I saw an auction advertised at the Bleadon Steam Rally near Weston-Super-Mare with stationary engines listed for sale. On the allotted sale day I turned up at the rally to view these engines. Although they did not look like motorcycle engines, two of the engines in the sale caught my eye, they were a 3 ½ hp Ruston PB and a 4 ½ hp PB. I decided that the 4 ½ would be mine by the end of the sale. Before the sale started a chap was trying to start it, without much success, after taking the carb apart and cleaning the jets it started easily. I asked the chap, (who turned out to be John Baker, the founder of the Sedgemore rally) what he thought the engine would sell for? He replied if he knew I wanted it before he entered it in the sale I could have bought it for £100.

The sale started off with the first engine up to sell was the 3 ½ which made just over the £100 mark, as I was more interested in the larger engine I let it go. On to the 4 ½ but someone else had also decided they wanted this engine because after much frantic bidding I eventually had it knocked down to me for £220.

After the sale I wandered around the rally where I saw a young chap exhibiting Lister D that ran like clockwork, this had a "for sale" notice on it, a deal was struck and I was now at Bleadon with two engines to get home. In the car park I had an Alfa Romeo car with no tow bar, and I did not possess trailer. I found John Baker the ex owner of the 4 ½ Ruston and explained my predicament, I also told him I had(bid on a trailer that he had put in the auction but it had failed to make its reserve price, I told him I would pay him the price I had bid for the trailer if he would deliver the engines and trailer to my workshop at Evercreech, some thirty miles away. He told me he could not do this as he was just about to leave the rally to go to Bristol Airpor to fly to Spain on holiday, however he had a mate on site who might be able to help.

His mate came to the rescue and said he would deliver them over the weekend, I asked him what he wanted to do this and he replied, give me a fiver. Best bargain of the day. That is how I acquired my first engine. The Lister D I bought was restore4 by me and the first time I took it out was to the WSEC rally at Cheddar Football Club, I won an award with i that day, but that is the basis of another story that I shall tell at a later date. Watch this space.