

# CRANKING

January  
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

Welcome to your new look newsletter. My first action must be to extend a profound vote of thanks to the retiring Editor, Brian Baker, who has kept the Wessex flag flying with dedication and enthusiasm for twelve years. Bryan will continue to write for the newsletter and I look to him in particular for social news as he knows the membership much better than me.

I think that a regular newsletter is a very important thing, not just to keep us all informed, but also to keep us all together. A well-informed club is an active club.

I've no intention of changing things for the sake of change and the features you know & like will continue – Event Reports, the Market Place, Events, New Members etc. Naturally, I've one or two ideas of my own I'd like to introduce and these I'll sneak in when no-one's looking!

One of these is **Featured Engine** and I've started off with one of my own. Chances are that if you own a particular breed of engine or machine, you know a fair amount about it – so let's have a couple of photos and some words. They can be about your engine in particular or about the breed in general, but some of both would be good.

Photos and line drawings will be especially welcome. If you send one in, please make sure it has your name & address on the back so we can return it.

I've seen articles from time to time written by people who operated engines and other machinery when both they and the engines were a good deal younger. I think this is a very important part of our heritage and would especially welcome more of this sort of thing. It might be a working experience or adventures in Service life – anything to do with antique engines & the mechanical contrivances they drove will find a welcome here.

In conclusion, I've arranged that each WSEC newsletter in future will be available as a PDF from the Society's website (URL top right) They will build into a useful archive and hopefully encourage new members to join us.

Keep 'em running – Kim.

### Moving the Metal

#### For sale

**Ruston Hornsby PB. 1.5BHP, July 1939.** Has the sought after Villiers flywheel magneto. Turns smoothly, good compression. Needs float, needle & cap. £100.00. Kim Siddorn – 0117 964 6818

**Lister D, Petter A 2 x, Villiers Diesel.** All except one Petter are dismantled but complete. They were all "roundtoits" but now the owner finds himself without the incentive to finish them. He wishes to encourage young engine enthusiasts and they are free to suitable homes. **WARNING!** They will need collecting from Brighton! *Further details upon application to the Editor.*

#### Wanted

**Triumph WW2 generating set.** The one based on the Speed Twin engine. Kim Siddorn – 0117 964 6818.

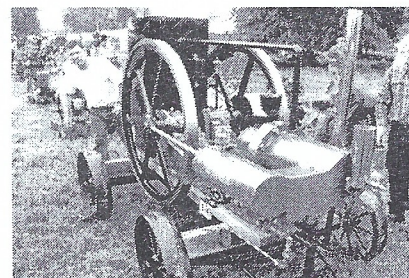
**Desperately Seeking....whereabouts of Lister D11 S/No 81802** with a view to repurchase if possible please. Last seen mounted on mahogany coloured trolley in Somerset area. Eric Brain, 01761-452633

**Three drawer metal filing cabinet.** 18" wide x 25" deep x 40" high. Slightly tatty but serviceable & free to collector. Phone David Griffiths on 01373 464898

#### Information please

**Norman SC gen set.** A friend has an SC & would like to hear from the Wessex member that owns the complete unit I saw at a crank up last year. Please contact Mark Howard on 07739 380708 [mark.howard10@ukonline.co.uk](mailto:mark.howard10@ukonline.co.uk)

The big two stroke Reid engine seen at Astle Park this year. Sounded like a field gun



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. Opinions expressed in this newsletter may or may not represent club policy

Post to the Editor

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).



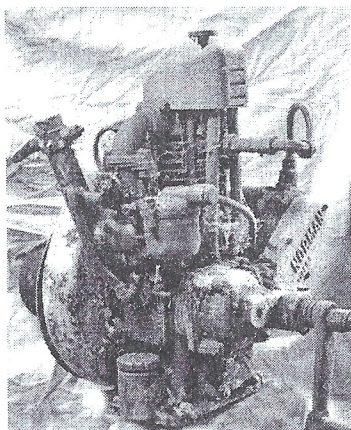
## The Enstone Sale

11<sup>th</sup> November '06

I got up at 6.00am for my sins, my young passenger (not an engine man) arrived unsuspecting at 6.45 & had it explained to him on the M5 when he couldn't escape! He enthused though, said his dad would love it & bought himself some files & a couple of hammers.

We got to Enstone at 8.30. The overnight rain had cleared & it was a cool but pleasant morning with gliders fighting the gusty wind above us. The sale is held at the edge of an airfield and it can be even colder there than a winter crank up at Nunney Catch!

There were about forty trailers present & a number of vans & four wheel drives & tables. A broad cross section of stuff was available, but the sale is very orientated to stationary engine interests & there was a good selection of Listers, Rustons, Stuart Turners, pumps & generators etc in most stages of decrepitude right up to Class One restoration. Mac McGowan & others represented the raw materials and Useful Bits trade side of the hobby & seemed to be doing steady business. It is a good day out & about sixty odd miles from southern Bristol.



I at once found a cobwebbed & dusty Norman SC in very complete order (carb, WD screened mag, rocker box lid) at the very first stall. It has old & stiff oil inside, but rotates smoothly. I'm tempted to get it going & leave it exactly as found, cobwebs 'n' all! Usefully, it has a vee belt groove turned

into the flywheel rim & a flat belt pulley of decent width as well. I look forward to hearing it blat sooner rather than later. On I went, casting too & fro like a spaniel in the reeds.

I came upon a Douglas twin - the OHV one based on the Mk5 motorcycle engine. I did my best to avoid it, even though the vendor only wanted offers in the region of £40. I even walked away, coming back to it half an hour later to find it still for sale. We settled at £35.

It is in very good order & is in a neat carrying frame with petrol tank, carb, mag & even the original oil bath air filter. It turns over very smoothly without clanking noises - and without any noticeable compression! Fitting the flywheel and cleaning the points produced a spark, but the mixture in IC engines does so like to be squashed a little & I think I'm going to have to peer inside it over the winter.

## The 1000 Engine Rally

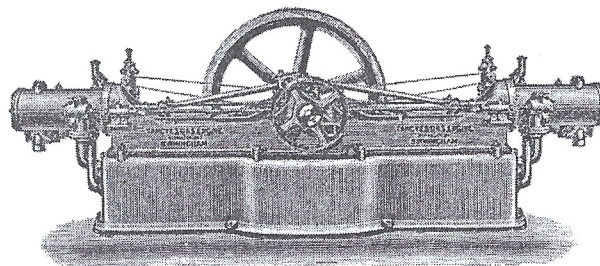
Astle Park - 24/24<sup>th</sup> June 2007

I am a frequent participant on the UK stationary engine Internet newsgroup (uk.rec.engines.stationary) and there was a recent suggestion that we might encourage owners of engines with a flat twin configuration to bring their engine along to the rally. I said I'd get in touch with the Hon/Sec & have this evening (4<sup>th</sup> December) managed to have a conversation with Kevin Staton.

They have one theme already as it is the 150<sup>th</sup> anniversary of the founding of the famous Tangye company. However, he was not in the least phased by that & greeted with enthusiasm my suggestion that anyone bringing flat twin engines to the rally should say so on the entry form and they would then be directed to the appropriate line up. If you are intending to go to this event, perhaps you'd like to consider bringing a flattie.

Now, has anyone got one of these tucked away?

THE "TANGYE" GAS ENGINE  
(Robson's Patent.)



Application forms will be available soon - watch SEM for the advert.

---

### From Jonathan Hockedy-ex junior reporter

I understand several members have been asking how I am and what I'm up to, so here's a quick update. I've been at Exeter University for just over two months now, and the course (BA French and Arabic) is all falling into place. I'm really enjoying finally learning Arabic after several years of looking at in awe, and I've been surprised at how quickly it's all coming together. I'm enjoying exploring the city too, and I keep finding interesting little shops and streets I didn't know existed!

Next year is my year abroad, and I will probably be going to Damascus University in Syria, which will be an experience, I'm sure. I will be using the year to do some traveling in the region as well and I'm drawing up a list of places to visit.

That's about it for now, but I'll send in updates every so often. Thanks to all the people who asked after me.



## Calendar of Events for 2007

*Editors note. Thanks to Arthur Smith for getting this to me good & early. I publish here the outline of the whole year but I will be adding, changing and detailing month by month.*

**Jan 29<sup>th</sup>. Club night.** "A talk on the travels and history of a 1911 Gregoire" Speaker:- Keith Nash,  
**Feb 11<sup>th</sup>.** Selwood Sort Out. Zeals Airfield, Wiltshire. Ring Pearl Francis on 01373 466846  
**Feb 26<sup>th</sup>.** 29<sup>th</sup> Annual General Meeting  
**Mar 3<sup>rd</sup>. Event.** Vintage Jumble - Cranmore Station.  
**Mar 26<sup>th</sup>. Club night.** "Tree murdering - or how to turn a small oak wood into a Saxon hall" Speaker:- Kim Siddorn.  
**Apr 9<sup>th</sup>. Event.** Mells Daffodil Rally  
**April 14<sup>th</sup>. Event.** Sodbury Sort Out, Newbury show ground.  
**Apr 22<sup>nd</sup>. Event.** Spring Crank Up - Nunney Catch  
**Apr 30<sup>th</sup>. Club night.** "The History of Mechanical Music" Speaker:- Roger Kempson.  
**May 6<sup>th</sup>. Club trip** - Venue to be announced  
**May 21<sup>st</sup>. Club night.** Members Evening:- Bring along ten photo's or slides on any subject. There will be a prize for the best effort.  
**Jun 6<sup>th</sup>. Event.** D-Day evening crank up at the Old Down Inn.  
**Jun. 25<sup>th</sup> Club night.** To be announced. Speaker:-  
**Jul 30<sup>th</sup> Event.** Evening Crank Up, Court Hotel, Chilcompton.  
**Aug 5<sup>th</sup> (Sunday) New Event** Venue TBA.  
**Aug 20<sup>th</sup> Club night.** No meeting this month.  
**Sep 2<sup>nd</sup> Event.** Crank up, Camerton Village Field In aid of the Babe Appeal.  
**Sep 24<sup>th</sup> Club night.** A digital presentation on a Vintage Theme. Speaker:- Colin Baker,  
**Oct 6<sup>th</sup>** Skittles and supper evening at Butler & Tanner, Frome.  
**Oct 20<sup>th</sup> Event.** Vintage Jumble - Cranmore station.  
**Oct 29<sup>th</sup> Club night.** An illustrated talk on Narrow Gauge Railways in France and Austria. Speaker:- Roger F. Newman,  
**Nov 26<sup>th</sup> Club night.** The Life of a Victorian Chimney Sweep. Speaker:- John Sanson  
**Dec 2<sup>nd</sup> Event.** Crank Up at Nunney Catch  
**Dec 27<sup>th</sup> Event.** Mince Pie crank up, Old Down Inn. ALL THE ABOVE DATES ARE SUBJECT TO ALTERATION.

### Book Review

'Rule of Thumb' by David Curwen. Stationary Engine Books, Lodge Wood Farm, Hawkeridge, Westbury, Wiltshire BA13 4LA. £12.50 + £1.00p&p or direct <http://www.davidcurwen.co.uk/>

This an autobiography of David Curwen and written in an easy to read and humorous style. It covers his apprenticeship in the garage trade in the 1930s, then maintaining generating plant, followed by steam cars and miniature steam locomotive construction.

Still actively machining parts, he recently renovated the cylinder head of his Starto-matic. In model building, he is currently making casting patterns for a rare small-power engine and is building a Hartop replica.

### Chairman's Report

On the 27<sup>th</sup> December at the Old Down Inn, the Mince Pie Crank - Up rounded off a very successful programme of events during 2006. We were lucky with the weather, it stayed dry all the morning. I counted over 25 engines of various makes and sizes (*and fifty people!* - Ed).

We had two microwaves on the go heating up the mince pies, sausage rolls and roast potatoes that disappeared as quick as we could get them out of the ovens. As usual we had a splendid selection of prizes in the raffle thanks to the generosity of the members who regularly contribute to the raffles throughout the year at the meetings and events, thank you one and all.

I would also like to thank Carol Phillips who worked really hard on a very cold morning selling the tickets, she raised over one hundred pounds which helped to pay for the mince pies and the raffle prizes. Well done Carol, thanks from us all.

After the raffle the members loaded up their engines and headed for home, probably for more of the turkey and yet more mince pies.

We had a shock just before Christmas when Robin rang one of Clutton Flower Show committee to verify the date of this years rally to be told they no longer wanted us at the flower show. This was a very poor show - if Robin had not phoned, when were they going to tell us? I was on the point of getting entry forms printed, which would have been about fifty quid down the drain. If Clutton wants to go back to what they did before we joined forces with them and still have a vintage display, I can only advise our members to boycott it.

The club would like to thank Herbie Gane who spent a day of his valuable time taking the trailer with all the rally equipment in it from the site at Clutton to his premises at West Pennard. Herb went to the site with the intention of towing the box trailer with a Land Rover but found the trailer unsuitable for towing on the road, so he had to go back and return with a tractor and trailer on which to transport it. This took him and his nephew George all day. Despite the trouble Herb encountered he flatly refused any payment for the time and fuel he used. He said that was his contribution to the club. Many thanks to you both, the club is indebted to you.

The committee are at present looking and considering alternative sites for our rally and we would be glad of any ideas that any of you could come up with. Quite a few of our members who exhibit their engines have expressed a preference for a one day event, possibly with an auction in the afternoon and a barbeque in the early evening.



## Featured Engine - No. 1

### The Editor's Stuart Turner flat twin

In 1923, Stuart Turners and seven other companies were approached by the War Office to see if they could produce a light weight air cooled engine to drive a generator for military use. Five firms tried, but only the ST unit operated as it was supposed to & they got the contract. The brief was that the whole set should weigh no more than 84 lbs (38 kilos) as it was intended for forward radio positions in difficult terrain & would be carried on a pack mule. It must be unaffected by the position in which it was carried, be capable of operating in any temperature from freezing to 140oF and govern its speed to within 5%. There were other conditions too, but these are the salient details.

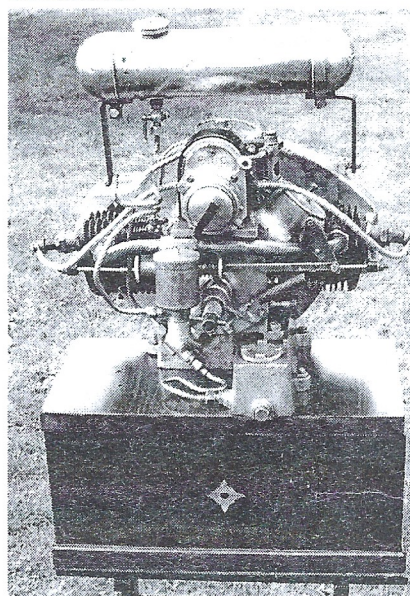
Originally, the engine was close-coupled to a 24-volt dynamo rated at 300 Watts. This unit was mounted on an aluminium base plate and protected by a lightweight steel tubular frame that was probably enclosed with a shaped canvas cover. The cylindrical petrol tank is fixed to the frame with leather straps before use. Few examples remain in any kind of complete state.

The engine is a lightweight, side valve, air-cooled, horizontally opposed twin. A single carburettor of typical ST design feeds the cylinders through nickel-plated bronze induction pipes. The crankcases are bolted to a sump that carries the oil supply. Both are in aluminium and have an all machined finish. A pumped oil supply is metered to 12 drops per minute & this is galleried through the engine to feed mains and big ends by gravity. The steel crankshaft supports slim connecting rods upon which operate cast iron pistons with three compression rings but no oil control ring. The cylinders and separate heads are of commendably thin section cast iron and are a tribute to ST's model making background.

According to its spec plate it turns out 1 BHP & the tight requirement of governed speed probably means it was used to directly drive radio equipment rather than just charge rather more forgiving batteries. It must have been pretty successful straight off the drawing board as surviving examples show few variations from early to late. For the aging engine enthusiast, they are a delightful change from Stuart Turner's other more weighty products!

Perhaps you saw mine at the Club's Rally on the Sunday. it didn't rain all day. I've got the measure of the little ST now & it fires up and runs just fine, requiring three rotations of the starting handle from hot or cold to move the mixture along the induction pipes & into the cylinders. The tickover was a little fast and I had to fit an auxiliary spring to hold the throttle somewhat more closed than Mr Stuart intended.

Experiments during the day showed that it hesitates if the carburetion is adjusted anywhere except where it is, but I did find it was quite happy to run with the EIC magneto fully retarded, sounding a little flat to the practiced ear, but certainly steadier and slower than at fully advanced.



The only problem I have is that some heavy-handed fool has forced the needle that adjusts the oil flow and has split the seat out. Thus, the exhaust smokes a bit and the unrestricted oil flow tends to overwhelm the ability of the union & sight glass to contain it, making an

unsightly & oily mess around the place. This is now the only job left to do aside from fabricating an exhaust system, not a real problem as it isn't noisy even with the exhaust exiting direct from the ports!

Being small - it might weigh thirty pounds, I suppose - it looks rather lost on the floor, so I scrounged an old wooden box from Robin to put it on. And there it sat for several hours, burning some petrol & a little oil, not even bolted down but so smooth as to require no attention from one hour to the next.

Examination of the rough old lidless box I'd scrounged, revealed it to be a pleasant rosewood chest perhaps 100 years old. I've fixed it's problems, cleaned & varnished it & then made a decent wooden base for the ST. It now sits neatly upon the box, a fitting support for the brass, polished ali & copper piping above it.

Phil Irving - who designed the Vincent & Velocette power plants - said that "An engine should be pretty enough for one to sit on a box and just look at it". I find this Stuart Turner to be one of those engines. If you have Internet access, you can see some more pictures of it at

<http://community.webshots.com/album/69843924ZFRaQc/5>

Postscript - Since I wrote this page, I've contrived to buy another ST flattie & scrounging the drip valve from that has pretty well fixed it. Although the big ends are OK, the "new" engine has a nasty noise .....



The committee needs to know what the members really want – it's the AGM next month, so turn up and have your say on this and anything else.

There are three nominations for the Committee and both myself and Eric are standing for Chair.

### **Social news**

Committee member Martin Feeney has been really ill recently which laid him low for about five weeks, I'm glad to say he is much better now and back to work.

It was nice to see Dot Watts and Rueben Smith at the Mince-pie Crank-Up, they are both back on their feet after a knee and hip operation. Take it easy the pair of you.

I would like to finish this report by wishing Kim all the best on his first edition of the newsletter.

A happy new year to all our members and readers. **B.J.B.**

### **Treasurer's Warning**

A reminder to all WSEC Ltd members. If you have not paid your subs by 1<sup>st</sup> January, your membership has lapsed and you are no longer covered by our Public Liability Insurance.

### **Restoring an Apple Top**

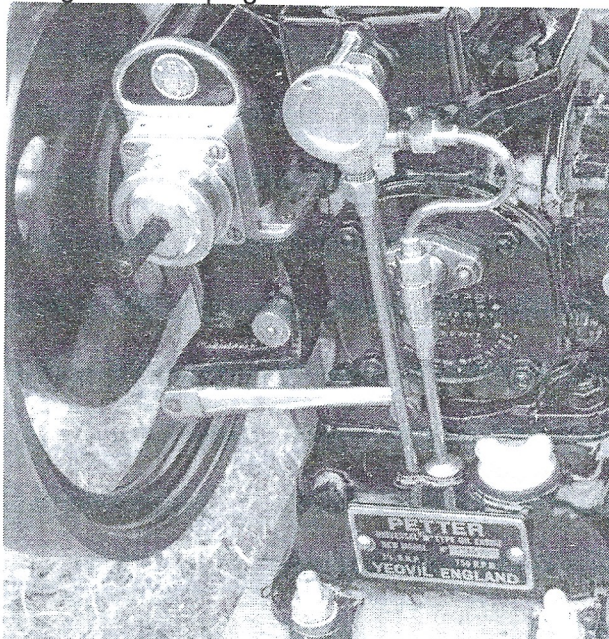
By  
Eric Gay

I am restoring a Petter 2<sup>1</sup>/<sub>2</sub>hp Apple top, and on checking with David Edgington, this engine was dispatched from works in September 1920 to a Mr. Ewhirst. Sadly, we do not have an address for its first owner. The s/n is 51020, indicating a build date as around 1919/1920. This is where the fun begins, as engines rated from 2.5 to 4hp were introduced in 1917 and fitted with Stauffer greasers, the engine No. started at 50000 now mine being 51020 should be fitted with greasers on the main bearings - but no, my engine has oil ring main bearings they were not introduced until 1923 with engine No. 53500, Now I can hear you saying "wrong plate fitted to engine - old Eric has been sold another dud". Yes, it would not be the first time, but the No. 51020 can be found elsewhere on the engine, so the plate did not come from another lump, so what happened? Perhaps it went back to the works after 1923 for overhaul and that nice Mr. Petter fitted it with new main bearings. It would be interesting to know if this was the case.

The engine has another little mystery that even David Edgington has never heard of before and that is the word REVERSIBLE cast into the genuine Petter "M" type silencer! So, club mates, has anyone any thoughts on this? I would love to know as I have never come across this on any other Petter engines I have restored.

I had a broken stud to get out, so I thought I'd try the two nut trick. Never had a lot of faith in this method and again it let me down that old stud

was going to in there till the bitter end so out came the file and two flats filed onto the stud so that a good fit was obtained for a nice thick spanner and stud came out. Not bad after seventy three years. Smear the new stud with copper slip and screw into the cylinder & the two nut trick was used for this, doing the stud up tight.



Now the only real damaged part on the engine was the drip feed oiler the top of this was beyond repair and I had to make a new top cover from sheet brass. Very carefully, I removed the old cover to use as a pattern and flattened this out, marking the shape onto the brass sheet and then cut it to size before bending it into its final shape. The cover was polished on the buffing machine (anyone wanting parts polished let me know) and then bent into its final shape and finished off with some careful file work, I still need a centre pin for the oiler so if anyone has one or even a broken oiler with a good centre pin please let me know. I am also in need of some small bore copper tube for the oil feed and the fuel feed and return pipes.

it was now time to remove the crankcase from the base tank. This did not take long, yet I still wonder how twigs and small bits of wood got into that tank as well as all the rust and general muck! It was soon cleaned out and the inside of the tank given a couple of coats of fibre glass resin to seal it.

The painted parts were cleaned back to the metal with an electric drill and a cintride disk ( sold at any good D I Y store). They will not get into every nook and cranny but on large surfaces they are very good and last a long time. For the nooks and crannies I use rotary wire brushes, files, scrapers.ect.

Well, in the next installment I will tell you how the painting goes and of course we need a trolley to put it on. I have plenty of iron wheels and the wood, its just the skill with a saw I lack!



## Rallying in 2006 – part one

By

Eric Gay

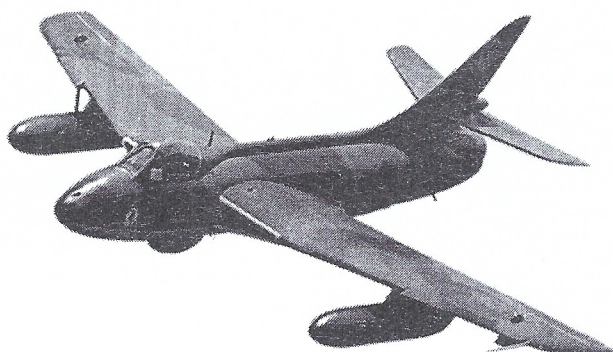
With the rally at Low Ham over I was looking forward to something a little different, the evening vintage gathering at Longbridge Devrill Nr. Warminster this event is held each year at the George Inn in the middle of the village this is a gathering of vintage vehicles and I take the B.5.A shooting star to this event (well its a bit different than a stationary engine)

I left home at around 3 o'clock and put about seventy miles on the clock before returning to Longbridge Devrill, it was a lovely afternoon and just right for a good ride across the plains and surrounding area. Back at the pub exhibitors began to arrive with around 40 bikes, cars, and commercials numbering into at least hundred and by around seven in the evening you had a job to get through the crowds of people, once more this was a fine event and if you get a chance to attend next year give it a try as it is a wonderful evenings entertainment and its free, the bar prices are a bit steep £2.65 for a pint of shandy, Next year I shall take my own, but I have always been tight.

It was now July and we had booked to attend The Gloucester Steam & Vintage Extravaganza at Kemble airfield just up the road from Malmesbury. I had not attended the event before but it has the right name EXTRAVAGANZA is just what it is, this rally had a wonderful display of stationary engines and it was good to see the Wessex Stationary Engine Club well represented. This show has every thing with steam engines of every type from showman's engines, steam tractors, heavy haulage and agricultural engines along with a great display of steam Wagons and road rollers, in total 61 full size steam exhibits and 44 miniature steamers in attendance.

Stationary Engines numbered 118 - If only the Wessex could put that number on show at a future event.

The motor cycle section held just over 130 bikes, commercials just under 100, and with a vintage car section numbering 364 and this was without counting one make clubs that attended this great show. Also at Kemble they are blest with being able to fly vintage aircraft and if you are brave you can go for a flight. One of the highlights of Saturday was to see the most wonderful Hawker



Hunter aircraft in flight above the show, this aircraft is finished in dark blue and is spectacular.

There is a great deal more at this show for the wife - tractors, buses, military, rare Breeds, outside displays, fairground organs, caravans, model marquee and The West Somerset and Rheiffordd Ffestiniog Railway Societies in attendance. As you can see this great show has something for everyone so why not make it a must for 2007 I will I just wish I had gone to this event before it really does live up to its name.

From Kemble on the 5th & 6th of August it was the next weekend that the Wessex staged its Vintage weekend at Clutton, 54 engines, 25 cars plus one VW camper with children's caravan and two commercials. This year we had a working area and may I thank the three members that worked so very hard to put on a very fine display, I am only sorry that we had so very few public to view all the exhibits that were on site.

The engine line up consisted of 25 club members and the rest was made up of visitors from other clubs. I feel this is a sorry state of affairs when we have over three hundred members in the Club. I very much hope that this can be turned around in the future.

The next weekend it was load up the Amanco and away to deepest darkest Zomerset to Yesterdays Farming at North Curry, this is another rally that is a must, it has every thing that a vintage nut like me can want. This year's engine line up was magnificent not only in quantity but quality as well with many fine engines on display. The auction on Saturday afternoon had some very good items for sale but John & I could not stay and bid as we had two engines to look after and run.

With Tractors, a Steam sawing area, (large rack saw driven by George Train's " Corn Maiden" agricultural Traction engine, many stalls and outside displays along with crafts and model marquees as well as a threshing area and ploughing, Yesterdays Farming lived up to its title.

Saturday flew by and by late afternoon the sky grew very dark with the threat of rain, the engine was sheeted down and we headed for home, all the way from North Curry to Trowbridge the rain poured down. I felt a fool for not loading the Amanco and bringing it home as I felt sure that the trip down to the site on Sunday would be only to collect the engine as I felt sure the site would be flooded. How wrong can one be? The site had only had one hard storm and not the downpour we had had throughout the night with many of the roads flooded. I did get stuck getting into the site Sunday morning but that was my own fault for getting one back wheel onto the wet and muddy grass, being a good boy letting a tractor get past to go to the ploughing area but with a short pull I was soon back to the engine.

The Sunday was fine and dry - but that's it for this issue of "Cranking" and you'll just have to wait until next month for the rest!