

# CRANKING

January 2008

Thirty first year of publication WWW.wessex -sec.co.uk

## The Wessex Stationary Engine Club's monthly newsletter

From the Sump

I hope you all had a Happy Christmas and are looking forward to an interesting new year. No doubt many will be feeling the first stirrings of getting back into the workshop & fettlin' the beasts for the season. I wandered in amongst my Iron Charges yesterday on pretext of looking for something & got quite twitchy – bit cold yet though!

I'm always rather surprised by the good attendance we get at our crank ups. I remember thinking when I first joined that it seemed like a lot of trouble to go to for one day, let alone a couple of hours of an evening, but I was soon hooked and now you'd not keep me away. This holiday, I attended the Wessex do at the Old Down Inn and also went to Frog Farm for the Bristol & SGSEC winter event. There were equivalent numbers at both, around fifty people & eighteen engines. Both clubs supplied hot food & it was interesting to see different engines on two days close together.

Quite a few members live in the Bristol area and I suggested to the committee a while ago that it might be welcomed if we had a crank up in the Bristol area. Therefore, I'm arranging a crank up for Wessex at the Avon Valley Railway at Bitton Station. I've already done a site visit, met with the operations manager & you will notice the new addition to our Calendar of Events. We shall be in the top car park & event details will follow as appropriate. You can learn more about the site here:- http://www.avonvalleyrailway.org/

You must all have noticed that this newsletter is substantially written each and every month by myself, Eric Gay and Robin Lambert. There are regular contributions from Brian Baker & Jackie Lambert keeps me up to speed with social news like birthdays and things like that. There are occasional features from Tony Davis and others. I am not at all fazed by this, as it is usually the case with club newsletters that the same people do all the work! I am especially grateful to them all for their continuing help. Therefore, it is especially pleasant that we have a "Featured Engine" by Andy Vincent and an excellent visit write up by Michael Jennings.

Please do contribute something yourself. It is not a test and there are only Brownie points for your efforts! Go on, you know you want to!

### Moving the Metal For sale

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. Blowlamp, large USA made brass lamp & soldering iron £30. Draper 140 amp fan cooled welding plant, good order £40. Grease gun, old, iron & brass £5. Brass oil can by Eagle. Rare £150, no offers. Well hand pump as found £50 ono. Old Glory Magazines, large quantity, good condition £30. Model boats. An RAF rescue launch, plus another launch, good condition - £100 each. Tug, needs some work £50 ono. Greenhouse, 8x6, stripped & ready to move £45. Kitchen scales with brass weights £25. Sewing machine, shuttle bobbin, cased. Good condition £15 ono. Vauxhall Vectra. Top of the range, ring for details For all above ring Eric on 01225 754374 Lister D, Class 3/4. Chain drive mag, no date. complete & sound. As 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 WANTED "Stationary Engine " Magazine. Now only need16,17,18,19,24-34,36. Have early copies to swap! phone Kim Siddorn 0117 964 6818

#### Official Notice of AGM

You are hereby notified that the club's AGM will be held at The Old Down Inn at Emborough, Somerset, BA3 4SA on the evening of 25<sup>th</sup> February 2008. The meeting will commence at 8.00pm. Officers will stand for election, club business be decided & it is your right and privilege to attend & have your voice heard. This year, the Executive Committee have exhaustively discussed and updated our Constitution & it will be put forward for ratification at this AGM.

Remember, decisions are made by those who turn up!

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

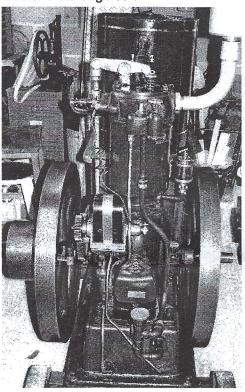
J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

## Featured Engine No. 11 My Pilter engine

By Andy Vincent

It all started back several years ago when a SSAPC member, knowing I was on the look out for some engines to build my collection, gave my phone number to a chap who was looking to pass on some milking equipment and an old Norman gen set. Without prior knowledge, I received a call and was told of the Norman and other vintage milking equipment. However, being taken by surprise and unsure, I declined the offer.

A few days passed and after thinking about the Norman, curiosity got the better of me, so I rang the chap back and arranged to view the items for sale. On arrival a tray of tea was brought out and a brief chat before being taken through to the garage where the engine and equipment were stored. Sure enough there was quite a nice single cylinder Norman SC Gen set, a couple of milking buckets and clusters and a Manus vacuum pump. Not being really what I was looking for, I decided not to buy - but my attention was drawn towards two engine-shaped objects covered in dust sheets in the corner of the garage. I asked What they were and was told "they're Father's old engines".



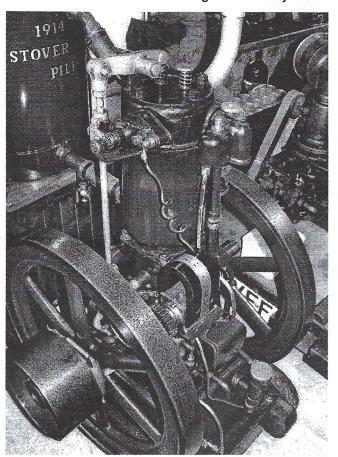
Off came the covers reveal a very nice early Amanco Hired Man and the Pilter. an engine that I'd not come across before. The story was told of how his Father had found and restored the engines in the late 1970's and had then rallied them through the 1980's

including the

Longleat rallies, sadly passing away in 1989. After his fathers passing, the son took the engines and stored them in his garage, getting them out once a year and starting them up just to keep them in running order. The visit was finished off with more tea and chat before heading home.

The next few weeks were spent thinking about the engines, wondering if there was a chance for me to purchase. I made the call and explained that I would very much like to buy the engines and

would he consider selling them? After some Family discussion, it was agreed that I could purchase - but only if I bought the whole lot, milking equipment and all. I agreed & the next weekend I loaded it all into my trailer & headed home with a big smile on my face.



Pilter engine no.61378 is actually a USA built Stover type YA producing 2 HP, vertical semi open crank with hit and miss governing built in September 1914 and shipped to London in October 1914 to Agents Pilter & co where it was re-badged "Pilter" a common practice of the time and sold as their own to a farmer in Chardstock, Devon where it worked all its life. When found it was covered in old sacks in a barn with the cylinder frost split and many bits rusted and seized. During the restoration it had a new liner pressed in and various gears, brackets & rods made up and is a credit to the former owner. I was lucky enough to be given before, during and after pictures which is a nice thing to have.

Whilst in my ownership the magneto has been re-magnetised and timed, a new white metal big end made and a new base tank made with a drain off so I can get the petrol back out after running as it seems to go off so quick these days.

Around once a year the son will come over to my house and we get the Pilter out for a run while he tells me stories of his fathers experiences with the old engine. Although I have owned the engine for a few years, I've not often rallied it & it has only been out half a dozen times including the odd club crank-up.

To sum up, it just goes to show it's worth "having a look" at items offered for sale otherwise I would never have come across my Pilter.

#### Calendar of Events for 2008

Jan 28th Club night. Guest Speaker:- Ashley Jones. An illustrated talk on the history of Pickfords

Feb 25<sup>th</sup> Club night. 30<sup>th</sup> Annual General Meeting. 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. Bookings, 01454 323109

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 - club visit, May 19th. Club night Members Evening. Bring along

ten photo's or slides on any subject. There will be a prize for the best effort.

The Old Down Inn

June 14/15th. Event. WSEC Rally - more news later June 21/22<sup>nd</sup>. Event. 1000 Engine Rally, Astle Park 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 28th .Event. Breamore House - club visit, engines wanted.

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 7<sup>th</sup>. Event. Winter Crankup at Nunney Catch. Dec 27th. Event. Mince Pie Crankup at the Old Down Inn. ALL DATES ARE SUBJECT TO ALTERATION.

#### Social News

Our grateful thanks to member Tom Randall for once again designing & organising the Christmas Cards for the club, he does an excellent job.

Also, a big thank you to Mary Butler who out 240 newsletters each The Christmas newletter is a mammoth job, sending

out Christmas cards, Insurance forms to paid up members, Programmes, some Mells forms and the renewal subscription slips and getting them all out before Christmas! Well done Mary.

Happy birthday to Ken Rendall for 7th January.

#### 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 and the last working day in the year on 28th September. There will be a June 4th. Event. Wednesday Evening Crank Up at raffle & BbQ party Saturday evening. Please phone Eric for a form. 01225 754374

#### A Visit to Internal Fire. Museum of Power

By Michael Jennings

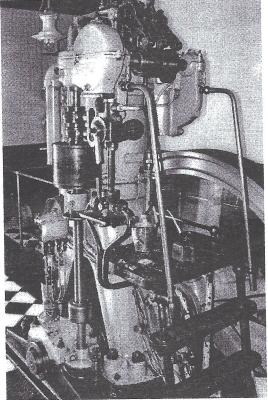
Sunday 23rd September found a sleepy group of intrepid Wessex members gathered in the car park of Nunney Catch Café as dawn broke. The weather looked threatening and some optimist muttered "Red sky in the morning" Never mind, the bus arrived and we set off for Wales, gathering further supporters at Longwell Green on the way. A quick stop at a motorway service area provided a "cuppa" at the usual dire prices & so on to Tanygroes near Ceredigion in West Wales. On arrival, we were welcomed by a beaming Hazel Evans who took a very modest entrance fee in exchange for a personalised Information Brochure with 'Wessex Stationary Engine Club' & our logo on the front cover.

Most of us couldn't wait to get into the engine sheds, where we were met by Paul Evans. He was rushing from engine to engine starting up all his toys for us. There are far too many engines to mention them all, so I will just refer to a few of my favourites.

The first hall contains nearly a dozen engines. The general layout is in the form of individual Engine House Tableaux to show the engines as they would have appeared in their working life. Some, like the 1938 7HP Petrol/Paraffin Hamworthy are still earning their keep, in that case running an air compressor to start the Bellis & Morcom Type 55A (a three cylinder 120 HP diesel of 1938 vintage and the Allen Type S30 (four cylinder diesel also of 1938 vintage).

One of my favourites in this hall is the National Gas and Oil Engine Type P gas engine of 1912 vintage (16HP, 16 inch stroke x 8inch bore). Having watched it for a few minutes, it is a joy to step outside to listen to the chuff, huff, huff, chuff of its Petter, Crossley and Ruston Hornsby. They are for the first time at the end of season Crank-Up all on the large side and of pre-WW2 vintage.

The second hall contains the real 'gem' of the collection -a Sulzer 1D 25 Air Blast injection



diesel engine. Built in 1912/13, this engine is thought to be the oldest running diesel engine in the world. Starting it has to be seen to be believed. A Petter S next door drives a

Hamworthy Compressor to charge the air bottles to 750psi. The Maestro then consults a bank of big brass gauges and adjusts various valves and taps. When he is satisfied, he climbs to the top of the engine where there is a bank of large levers. Moving the appropriate lever causes a sighing sound and the engine starts to move. Operating we saw. Outside there are more engines than the other levers in order causes the engine to rumble into life. Down from his lofty perch, Paul makes a few more adjustments with the help of a hand-held tachometer on the end of the crankshaft. How he managed to learn how to place, without any instruction or information, is a mystery to me. He did however confide that a good deal of crossing of fingers etc is still involved. The engine is belted to a 220v DC dynamo when a load is required. It performs with apparent effortless ease. I felt very privileged to see such a priceless piece of engine history the effort. brought to life. It isn't often run, in deference to its age and historical significance.

Tangye AA Oil engine of 1922 vintage driving a hard! They must have worked up quite a thirst! Tangve three throw pump, also a 20hp semidiesel Clayton & Shuttleworth and a fine Allen year's visit. two-stroke diesel. The Allen was one of the few engines that, having just finished its restoration,

exhaust. Other inmates of this hall include Lister, was not run for us. It was due to be run publicly in mid-October.

Next comes the Lister Room, which houses and assortment of Lister driven generating sets. These include Lister A & N petrol engines, a Lister TL petrol/paraffin set from the mid-1920s and, of course, a Start-O-Matic set. In a corner is a lovely Widdop diesel. Everything in this room was producing volts of one sort of another.

The last hall contains the biggest engines. There is a Tangye Type MLD7 twin cylinder horizontal diesel. This was running very peacefully under the watchful eye of volunteer Keith, one of the museum stalwarts. Next comes my own particular favourite, a Ruston Hornsby size 6 Type X HR 34 hp four-stroke diesel. ( 17.5stroke x 9.25 bore built 1938). This engine has a garden bench in front of it & one of the many joys of the museum is to sit there & listen to the gentle sound it produces. Don't sit there for too long, because it will send you to sleep.

On the other side of the shed is another large Ruston & Hornsby, this time 52 hp Type 9H with its little brother Ruston & Hornsby Type LPR starting engine. Last of the "big boys" is a Worthington Simpson 160hp vertical twin twostroke diesel built in 1929 (24 inch stroke x 13 inch bore). This engine requires lighted 'fuses' to be inserted into the heads for starting. Just watching it being barred over to starting position made me feel faint. When it fired, a spectacular cloud of soot and rubble shot from the exhaust.

This is only a very quick run down of what you can take in, ranging from ListerDs to a Proteus Gas Turbine generating set and a pair of Newbury Sirron 600hp diesels removed from the cruise ship Balmoral during her last refit. There are far too many to mention, but don't take my start and run this extraordinary beast in the first word for it. GO AND SEE FOR YOURSELF. I'm sure you won't be disappointed.

> My sincere thanks to Hazel, Paul and Keith for a wonderful visit. I shall certainly be back again next year Many thanks also to Jackie for her efforts organising it all. We'll draw a veil over the trip home - a long day but well worth

PS I hope that the engine crew have In addition, this hall contains a 12hp recovered from their labours. My, did they work

PPS Have booked a cottage for my next