

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

January

2013

Thirty sixth year
of publication

www.wessex-sec.co.uk

From the Sump

(From Rpbon Lambert) "Great news announced in the New Year's Honours List! , David Edgington has been made a Member of the British Empire (MBE) for Services to the Industrial Heritage of The Stationary Engine. A well deserved award after some forty years promoting our hobby and starting the Stationary Engine Advertiser now known as Stationary Engine Magazine. What an achievement! David a rather private person and preferring to stay out of the limelight will know doubt be pondering who has been writing to the powers that be that hand out these prestigious awards. Well, we can reveal that club member Jamie Coates started the ball rolling some two years ago and along with a few citations from other club members, various Museums and the Stationary Engine Magazine has pursued the matter to a conclusion. This award was long overdue and Jamie's perseverance has now come to fruition. So Well done David and Congratulations from everyone at the Wessex Stationary Engine Club."

If you have not renewed your membership of our club, your Third Party Liability Insurance provided as part of your membership has lapsed. Also, this will be your last "Cranking!" You can renew now by sending your subs to our new Membership Secretary, **Mrs Wendy Gane, 45, Welsford, Wells, Somt. BA5 2HX.**

The AGM is the next important club event. We need YOUR assistance to eat our way through Sue's excellent FREE buffet. Decisions are made by those who turn up – no good moaning after!

Obituary

We hear that one time club member Don Baker has passed away on 18th Jan. Don who once Lived in Market Lavington had many friends in our club and will be remembered from his rallying days when he used to take along his little vertical Blackstone, He was also a big help at the Garden rallies held at John Kytes Home in the Village. Upon retirement, Don and Wife Maureen (Mo) moved to Cornwall many years ago and would often visit the St Agness Rally to say hello to their many friends exhibiting there. Our Condolences go out to Maureen and her family. *Robin Lambert*

Moving the Metal For sale

Lister H2 pump on trolley, all fittings & tank £175 ono
Braun Paxiscope –XL, Epidioscope projector with 300w halogen lamp, only used once, with stand and screen £150 - Same as the club's
Phone Ed on 01458 210929

Petter AVI 5HP Diesel Ser No 618657. Restore or spares. Some frost damage £35

JAP 3A. Two air-cooled engines, 1 complete ,1 for spares. £20

Contact Brian Verral Cheddar 01934 743460 evenin

Lister 1948 28 DH, s/n 1/17438. Rocker gear dismantled but all parts available. Turns over with compression. Ex milking parlour, no trolley. Needs restoring but probably never been apart. Dry stored. With factory handbook. Frome area. Open to offers but £650ono as a starting point!

Phone John 07517 036026

Lister Junior. Runner, nice condition, original trolley.
The David. Small belt driven Compressor.

Phone Mike Upton 07595 421409 **£225 the pair**

Farnborough

Award Night Star Caravan, Has all mod cons inc cooker, Fridge, Shower etc, Can be viewed at Chapmanslade Nr Frome, Asking price £700.

Contact Jeff on 07564818529.

Scott PAB Generator complete except for a couple of gauges. This is a very rare find and only the second one I've seen in ten years. It has had a lick of paint but could do with some work. offers £350 ish
Lyon/Norman gen set, bought by the seller's father just after the war and in good order

Wisconsin/Jaeger close coupled water pump, Fully restored from rusty wreck!

Contact Keith Kerley by e-mail

Diane Atkinson <miss.diane@btinternet.com>

WANTED

Wanted; Wiko or Lucas RS1 Magneto, counter-clockwise on cog drive end.

Phone Terry Williams 07845 137796

No. 52 Steel Detachable Chain as used on conveyors. Need 10 yards, but any quantity will do.

Phone Gerald Atherton - 01934 852670

Tilley lamps – WHY?

Phone John Ivens 07812 385536

Vincent industrial engine powered compressor.

Pultra lathe or parts. 1510 Or 1710 considered.

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

Phone - 0117 964 6818

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

Featured Engine 71

Two Strokes, part one

By Dave Boothroyd

The two stroke is about as ubiquitous as you can get and the things are everywhere that requires a small, lightweight engine that produces lots of power – as long as fuel consumption is not high on your list of things that worry you too much! The cycle was invented by Joseph Day, a man who deserves to be famous. He should be in every engineering hall of fame alongside Otto, Diesel and Benz.

Joseph Day was born in London in 1855 and trained as an engineer at the School of Practical Engineering at Crystal Palace in London. On graduation he became a trainee at an engineering firm in Bath. In 1878 he started his own business, an iron foundry

The first American patent was taken out in 1894, and by 1906, a dozen American companies had taken licenses. One of these, Palmers of Connecticut, had produced over 60,000 two-stroke engines before 1912. Many of these early engines were used in motorcycles or on the back of boats.

So what happened to Joseph Day?

His company in Bath was a general engineering one, and his engines were a sideline. Much of his money came from the manufacture of bread making machinery, and the prices of wheat were very turbulent around the turn of the 19th Century. The profitability of Day's factory fluctuated just as wildly. These were early days for the idea of the limited company, and shareholders, then as now, could panic and bring down a company that they thought to be under threat. The problem is made worse, (also then as now) by the publication of rumours, or the deliberate orchestration of publicity campaigns in the press.

making cranes, mortar mills and compressors amongst other things. Interestingly he advertised a new design of valveless air compressor which he made on license from the patentee, Edmund Edwards. By 1889, he was working on an engine design that would not infringe the patents that Otto had on the four-stroke. This is what eventually came to be called the Valveless Two-Stroke Engine.

In fact, there were two flap valves in Joseph Day's original design, one in the inlet port, where you would probably find a reed valve on a modern two stroke, and one in the crown of the piston, because he did not come up with the idea of the transfer ports until a couple of years later. He made about 250 of these first two-port motors, fitting them to small generating sets, which won a prize at the International Electrical Exhibition in 1892.

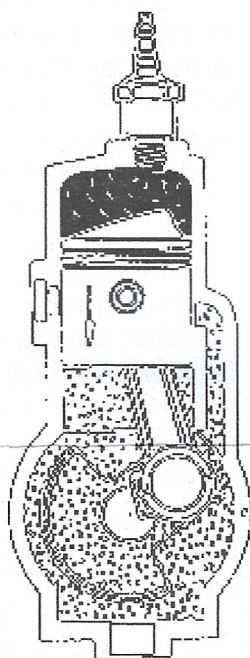
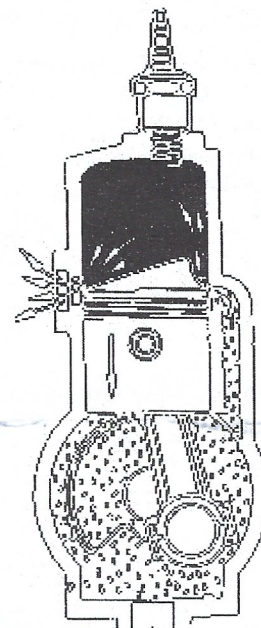
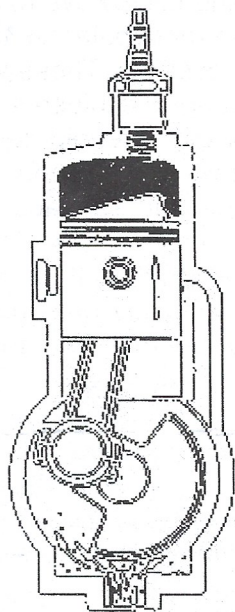
It was one of Joseph Day's workmen, Frederick Cock, who made the modification which allowed the skirt of the piston to control the inlet port and do away with valves altogether, giving rise to the classic piston ported two stroke. Only two of these original engines have survived, one in the Munich Deutsches Museum, the other in the London NMSI.

This happened to Joseph Day, with the result that his firm was driven into bankruptcy. A flurry of lawsuits followed, with Day as both plaintiff and defendant. The Treasury Solicitor even tried to have him extradited from the USA where he had gone to try to sell his US patents in order to raise money. The case was eventually settled when the jury found that Day had no case to answer, but it all came too late, and he went into virtual retirement by the seaside. The development of his engine then passed to his license holders in America, whose royalties restored his finances sufficiently to allow him to launch a spectacular new venture after the First World War.

This new enterprise was the exploration for oil. Unfortunately he was looking for it in Norfolk in the east of England. A second financial disaster was the last straw, and Joseph Day disappeared from public view between 1925 and his death in 1946. His obscurity was so complete that a mere five years after his death, the Science Museum made a public appeal for biographical information about him with no apparent result.

I am deeply indebted in this article to the research of Hugh Torrens of Keele University, and for anyone wishing to read the full story there is a booklet by Hugh entitled *Joseph Day*. The book is published by and obtainable from the Bath Industrial Heritage Trust.

Dave Boothroyd is a College Lecturer, guitar player, and lifelong two-stroke enthusiast. He writes from the United Kingdom.



Calendar of Events

Key. CN = Club Night. E = Event

Feb 25th CN. Annual General Meeting. 8.00pm at The Court Hotel. There will be a FREE buffet. Please do make the effort to attend and have YOUR say in the running of your club

March 2th (Sat) E. Wessex Spring Sortout At Cranmore Railway Station.

March 9/10th E. West Country Game Fair at Bath and West Showground. Phone 01392 421500

lisa@contour.co.net

March 25th CN. "Sammy Miller's Motor Cycle Museum" Slide show by Brian & Oliver Baker

April 1st E. Easter Monday at Mells. Contact Robin Lambert 01373 463526 if you want to attend as space is always limited ***Mells Entry Forms will be going out with the January Newsletter as Mary has quite a lot of stuff to go out in December.***

April 20th (Sat). Enstone Spring Sale. info: Mrs. Anne Harris 01367 810415

April 21st (Sun) E. Crank Up at Nunney Catch.

April 29th CN. "Cheese Making" By Pauline Alvis. Cheese for sale after the talk.

May 20th CN. Early Because Of Bank Holiday.

Alternative Hobbies Night.

May 25-27th E. Selwood Rally. Southwick Nr Trowbridge.

Forms from Mrs Pearl Francis, 45, Stonebridge Drive, Frome, BA11 2TW.

<http://www.selwoodvintage.co.uk/page6.html>

June 15/16th E. Wessex Midsummer Vintage Gathering. Our club rally at Semington.

June 8/9th E. West Bay Rally. Phone Matt Scadding 07948 579841

June 22/23rd E. 28th 1000 Engine Rally, Astle Park.

June 24th CN. In House Member's Quiz.

July 20/21st E. West Oxen Steam & Vintage Show.

Ducklington, Whitney, OX29 7TY (*off junction of A40/A415*) Info: Mrs. Anne Harris 01367 810415

July 21/22nd E. Much Marcle Steam Rally. Rye Meadows near Ledbury. HR8 2LX Phone, Dot Pullen, 01531 633664

July 28th (Sun) Crank Up at Frank Nash's cider farm at West Pennard. Phone Brian for details

July 29th CN. Crank Up At The Court Hotel

Aug 19th CN. Early Because Of Bank Holiday. Slide Show By Brian Baker. - Club Events This Year.

Sept 30th CN. "Engines at the 1000 Engine Rally" by Kim Siddorn.

Oct 5th (Sat) Skittle Match At South Parade Frome

Oct 12th (Sat) E. Wessex Autumn Sortout At Cranmore Railway Station.

Nov 12th. (Sat). Enstone Autumn Sale. info: Mrs. Anne Harris 01367 810415

Nov 25th CN. Photo Night. Bring 10 Photos, hard copy or USB stick or CD rom.

Dec 1st. (Sun) Anti-Freeze Crank Up. Nunney Catch

Dec 27th (Fri) Mince Pie Crank Up At The Court Hotel

This Calendar of Events is composed by the editor based first upon a list supplied by our Chairman. I've added to it things I think will interest the membership, but it is not cast in stone! You should always make sure an event is still on by contacting the organiser in advance. The responsibility is yours!

Chairman's Monthly Report

by Brian Baker (*printed as received*)

Once again the weather affected the last event of the year, the Mince Pie Crank Up at the Court Hotel on December 27th. On a cold and wet morning a few dedicated and hardy members braved the elements and ran their engines in the car park. Keith Nash and Herb Gane set up a generator and microwave to heat up mince pies, sausage rolls and roast potatoes that I had spent most of Boxing Day cooking. These were quickly snapped up by the hungry exhibitors and members who attended. Henry did splendid service taking them around on the plates. Also on offer was trays of home made mince pies and sausage rolls supplied by Sue the landlady, at no charge to the club. I had decided not to run a raffle as there were not enough members present to justify one, but as it turned out quite a large number of members turned up later so one could have taken place. The programme for this year that you all received with the last newsletter had one omission, the entertainment for the September meeting; this is being attended to and will be announced in the newsletter. Next month is the clubs AGM. We are looking for new committee members to join and help run the club. One of the committee who is retiring is our President Brian Verrall, Brian was a committee member as well as President, and he will be sorely missed. As the committee elects the President they have decided that Eric Gay will be President for 2013. He will also act as Vice Chairman unless another member takes on this task. The AGM will again have the buffet, so make sure you turn up to partake of the repast. The subscriptions for 2013 are now overdue so please renew yours if you haven't already done so or your newsletter will no longer be sent, and you will not be covered by insurance. I would like to end this report by wishing all members, readers and friends of the club a very happy New Year and I hope the weather will be kinder this year as last year was an utter disaster. The club would like to wish Tony Davis all the best as he is due to go in hospital shortly for an operation on his shoulder which at the moment prevents him from driving his car. Our thoughts and good wishes are with you Tony.

Social News

Jim Whitson needed assistance with his Lister H2 water pump. He has now got the parts he needed and would like to thank the WSEC for their help.

Bristol and South Glos SEC had their little after Christmas gathering at Frog Lane Farm and it went off very well. There was the usual line up of engines, burgers and sausages found their way into rolls which were avidly scoffed by those attending and hot drinks did much to ward off the cold. The day included a tractor run and the drivers must be a hardy lot as it was even too cold for brass monkeys!

Good news from Earwig who hears that the West Bay Rally – very popular with our members – has found a new venue close by the old one.

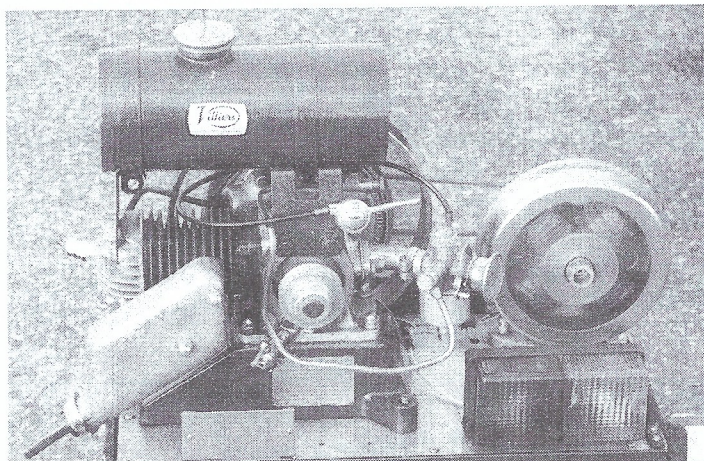
Stale Ethanol Fuel

By Kim Siddorn

Some news on ethanol in fuel, set to rise in percentage before too long. I hear from a garden machinery dealer and repairer that they mostly subscribe to the 10 day / 2 week rule and drain out any fuel left in the tanks so as to avoid the loss of volatility that occurs after that time making them harder to start. Some few years ago there was a real bump in small engine repairs but things calmed down after recognition of the poor fuel shelf life issue.

I was told that you can pour the drained petrol into your modern car without a problem – it is carburetted engines that suffer most, weird to think fuel injection is less sensitive. Usual disclaimers!

You can get a stabilizer called **Stabil** which is claimed to help prevent corrosion from moisture and ethanol-induced water attraction. Apparently it enhances protection against corrosion, prevents corrosion from moisture and ethanol-induced water attraction; contains a non-alcohol water remover and helps improve engine performance year-round, not just for seasonal storage.



Can anyone tell me who owns this Marvil & dynamo?

English As She Is Spoke

By – A Smarter person than me!

We'll begin with a box, and the plural is boxes,
But the plural of ox becomes oxen, not oxes.
One fowl is a goose, but two are called geese,
Yet the plural of moose should never be meese.
You may find a lone mouse or a nest full of mice,
Yet the plural of house is houses, not hices.
If the plural of man is always called men,
Why shouldn't the plural of pan be called pen?
If I speak of my foot and show you my feet,
And I give you a boot, would a pair be called beet?
If one is a tooth and a whole set are teeth,
Why shouldn't the plural of booth be called beeth?

Then one may be that, and there would be those,
Yet hat in the plural would never be hose,
And the plural of cat is cats, not cose.
We speak of a brother and also of brethren,
But though we say mother, we never say methren.
Then the masculine pronouns are he, his and him,
But imagine the feminine: she, shis and shim!

Let's face it - English is a crazy language.

There is no egg in eggplant nor ham in hamburger;
Neither apple nor pine in pineapple.
English muffins weren't invented in England.

We take English for granted, but if we explore its paradoxes,
We find that quicksand can work slowly, boxing rings are square,
And a guinea pig is neither from Guinea nor is it a pig.
And why is it that writers write, but fingers don't fing,
Grocers don't groce and hammers don't ham?

Doesn't it seem crazy that you can make amends but not one amend?

If you have a bunch of odds and ends and get rid of all but one of them,
What do you call it?

If teachers taught, why didn't preachers praught?
If a vegetarian eats vegetables, what does a humanitarian eat?

Sometimes I think all the folks who grew up speaking English

Should be committed to an asylum for the verbally insane.

In what other language do people recite at a play and play at a recital?

We ship by truck but send cargo by ship...

We have noses that run and feet that smell.

We park in a driveway and drive in a parkway.

And how can a slim chance and a fat chance be the same,

While a wise man and a wise guy are opposites?

You have to marvel at the unique lunacy of a language

In which your house can burn up as it burns down,

In which you fill in a form by filling it out,

And in which an alarm goes off by going on.

And in closing.....

If Father is Pop, how come Mother's not Mop.???



Two feet of snow in Aberdeem!