

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

July 2011
Thirty fourth year
of publication
www.wessex-sec.co.uk

From the Sump

As you will see, this is a six pager this month. This is because we are falling behind with rally reports and other articles I've been given for publication. Particular thanks this month to Carol and Mary who fold the 200 plus newsletters and stuff the envelopes. An extra page means more work for them!

About ten years ago I had a break in. Some little tyke kicked in a wooden panel in the rotten old garage door and ran off with a load of spanners and similar stuff. As they were all on a white board on the wall and I had photos of them complete with spanners etc, it was not difficult to persuade the insurers that they were genuinely stolen. Since then, I have regularly taken up to date photos of tools both hand and power set out on that days newspaper on the kitchen table. It only takes a few minutes and hopefully they will never be needed, but they are a great comfort when they are!

Similarly, an hour spent photographing your engines as they are in store (context is useful as the assessor can see the engine against a background that is recognisable) is a good idea with clear close ups of engine and serial numbers. Imagine that you are the assessor and see if you can think of ways to make his life easier!

Anyway, this isn't what I set out to talk about! When the garage was equipped with its new high security steel faced doors, I changed the access into the back lane and had half of it bricked (well, blocked) up, intending to put shelves up. Last Thursday I finally completed the shelves and transferred some of the clutter from the bench – only took me ten years Now, as you must all be aware, I'm always on the look out for new "human interest" stuff for the newsletter and here's a new one. What was – or is – your longest project? For openers, I bought a 1931 Velocette Mkl KSS in 1961. I still have it and it still needs restoring!

The perennial discussion about "entry ticket engines" is going the rounds again – a sterile argument if ever there was one! Difficult issue this, one that requires a good deal of judgement, diplomacy and nerve. If any club was serious about policing this type of entry, it would have to start with the entry form where it specified what was expected of an exhibit. Would those club officials who are brave enough to say "Sorry, we have 10 Lister D's booked in already" or "The Suffolk Punch line up is complete now" please stand up.

Quite so, me too, it does rather go against the grain of our friendly "all welcome" ethos. Aside from anything else, it would require an active (not passive) decision, attention to what is being offered as an exhibit & – oh joy – checking on the gate that the actual exhibit that has turned up is the one that was promised. Any volunteers to do that?

Once ensconced in their tribal hideage, the erstwhile exhibitor is going to take some shifting. Any volunteers to do that too?

I'll not labour your brow, but I'm sure we can all see both the point and where it reluctantly leaves us.

Where we started, really

Moving the Metal For sale

International "Famous" 1hp Circa 1911. LT, hit & Miss. £1,100 ONO.

International "Famous" 1hp Circa 1911. Converted to HT, hit & Miss. £650.

Stover KA, 2hp, Wico EK Mag. Missing 1 mag trip & crank guard – Good project. £300.

Lister D. As found, turns over. £50

Stuart Turner P3H 3hp. Marine engine, complete, turns over. £100.

Bamford rapid grinding mill, good condition. £75.

All the above Phil Marshall 01761 471461

Petter Junior "Safety" engine, 1924. Fully restored, 1st class on hardwood trolley. £650 ONO or may PX for small steam boiler & engine etc. WHY? Cash either way.

RS1 Magneto £60. ML CK type1 magneto – good spark £60. I have other mags – give me a ring.

All the above - Eric Gay 01225 754374

International, M type, LT, 3HP, 1920, £450. Tel John: 01225 340432 or email wjohnfire@virginmedia.com.

Slate switching board by Nevill, 38" by 28". 6" brass cased instruments. In totally unmolested and unrestored condition. Photos available by e-mail. £450 ONO.

WW2 Lauson engine driving small compressor. Unusual little unit with underslung petrol tank and diaphragm pump. Restored. On steel frame ready to rally.

Both above. phone Kim Siddorn 0117 964 6818

WANTED

8" or 10" iron wheels – can you help? Eric Gay 01225 754374

Four to five inch **flat belt pulley**. Petter A1 starting handle. Phone R. Champion 01275 892944

Vincent industrial engine powered compressor.

Pultra lathe or parts. 1510 Or 1710 considered.

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

Stuart Turner flat twin generator complete. Alternatively, I just need the (apparently!) special **Electro-Dynamic Corporation** dynamo. PLEASE look under your bench for one!

Both above, phone Kim Siddorn 0117 964 6818

PLEASE NOTE

- In future I'll run ads for TWO months. If you want to run it again, you'll have to phone me.
- I'm prepared to print a SMALL photo of your engine etc in this column IF I have space.
- The picture must be clear and contrasty.
- If you have given me an ad for publication and it didn't appear. Phone me – don't just leave it!

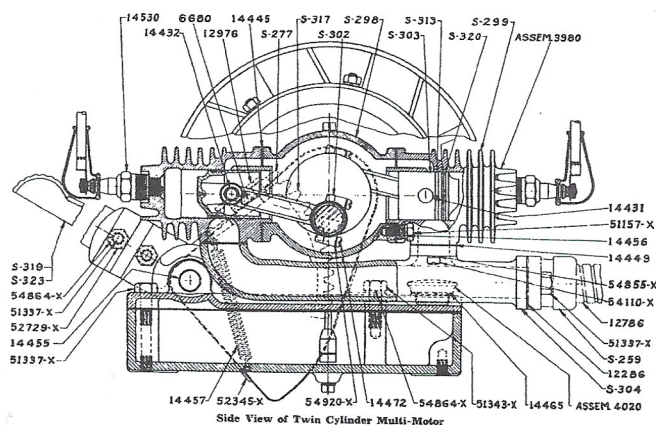
Articles, cartoons, photos etc are always very welcome – this is not a one-man band, but an expression of all our thoughts and experience. Submissions should be preferably typed or word-processed or even handwritten, (if brief), - it is the content we're after, not the grammar or spelling, so please 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 No. 54

The Maytag 72 By Kim Siddorn

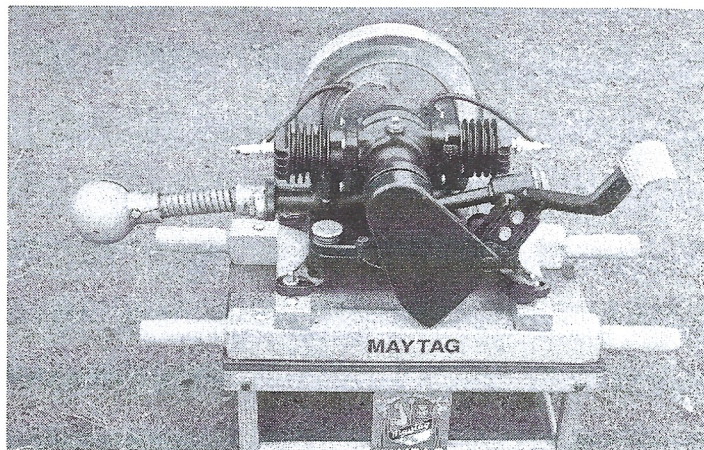


Mulling over what to take to Astle Park, I decided in the end that my little Stuart Turner flat twin was as likely as not to be the only example of the breed exhibited. I also considered whether I should take my Maytag 72 flat twin instead – after all, they are quite unusual in the UK as every one has been imported into the country as a toy. In the event it was the ST flattie that followed me up to Astle Park where – to my considerable surprise – there were no less than eight '72s to be seen!

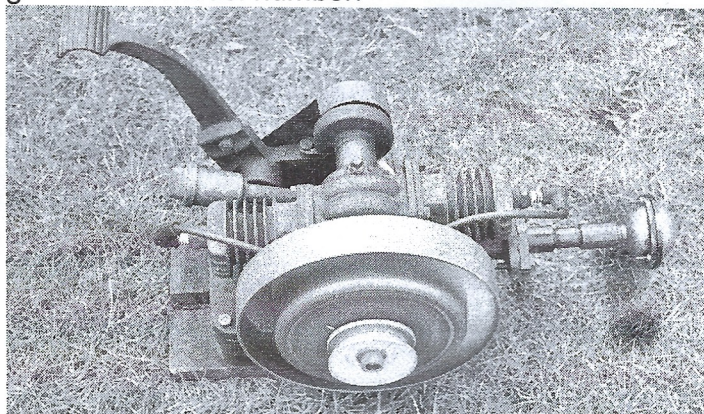
Fred L. Maytag was born in Elgin, Illinois, July 14, 1857 and died March 26, 1937 in Los Angeles, California. He was the son of Daniel W. and Amelia (Tonebohn) Maytag, and moved with his parents to Iowa in 1866 in a prairie schooner, settling on a farm just about half way between Marshalltown and Newton. He received his early education in the rural schools, and in 1926 Parsons College conferred upon him an honorary degree of Doctor Of Law. He farmed in Iowa until 1880 and then was active in various businesses until 1907 when he founded his washing machine company.

Maytag was engaged in farming until 1880, and then in various other lines of business until 1907. At this time he founded the Maytag company and began the manufacture of washing machines. Some were electrically powered but many had a small two stroke engine of severe simplicity mounted in the base. In 1925, the Maytag Washing Machine Company became Maytag, Inc. During the Great Depression of the 1930s, the company was one of the few to actually make a profit in successive years. In 1938, Maytag provoked strikes by the company's workers because of a 10% pay cut. The company was able to beat the strike because of the intervention of four companies, including a machine gun company, of the 113th Cavalry Regiment, Iowa National Guard. At his father's death in 1940, Fred Maytag II, grandson of the founder, took over the presidency. During World War II, the company participated in war production by making special components for military equipment. In 1946, production of washing machines was resumed; in 1949, the first automatic washers were produced in a new purpose-built plant. In 1946, Maytag began marketing a separate line of ranges and refrigerators

made by other companies under the Maytag name. During the Korean War, the company again produced parts for military equipment, although washing-machine production continued.



They made a wide range of two stroke engines and the 72 is mechanically typical. They sit upon a pressed steel fuel tank and the carburettor is simply a threaded bar that controls air ingress into the crankcase. As it passes through the induction tract, it picks up petrol and a combustible mixture enters the cylinders in the usual way. The cylinders have fixed heads and the cranks are overhung. Necessarily, as the crank chamber is shared by both cylinders, the pistons arrive at TDC together and fire together, there being one points cam. It might be worth saying that this type was never marketed as the 72, it gaining that name from the flywheel generator's model number.



The flywheel generator is not unlike that fitted to the Villiers Marvil and the contemporary Jakobson engine, made not THAT far from Maytags (Newton, Iowa) at Racine, Wisconsin. One might assume a common ancestry but as far as the author has been able to ascertain, nothing is known of a link so one must assume parallel evolution!

The original recommendation is of a 16:1 petrol mixture, but I am assured that although 50:1 will make the main bearings squeak (!), 42:1 is fine as long as you are using modern synthetic 2st oil.

I found that mine was fine for about 20 minutes but it then slowly petered out and died. I must look at it again as it seemed to me then that it was rather oily. The original exhaust pipe (which I am assured is worth as much as the engine!) seemed to make it worse.

Calendar of Events

Key. CN = Club Night. CU = Crankup

Aug 1st (only) Event. Haynes Mini Rally. A really good day out at the Sparkford Museum. Ring Brian Baker on 01749 342671

Aug 22nd CN. Early because of bank holiday. **Photo presentation** by the members. Bring along ten photo's or slides. Prize for best effort.

Sept 3rd. Event. Carnival Country Fair, Trowbridge Park, St Stephen's Place, Trowbridge, BA14 8AH, Phone 01225 754374

SEE BELOW!

Sept 10/11th. Event. Stockbridge Working Weekend. Please phone Alan Vickery for details 01256 703169

Sept 26th CN. Kim Siddom. "Engines at the 1000 Engine Rally"

Oct 8th. Sat. Skittle match. South Parade Club, Frome.

Oct 15th. Sat. Autumn sortout at Cranmore Station Yard.

Oct 31st CN. Selwood preservation club. **Inter club quiz.**

Nov 12th Saturday. Autumn Enstone Sale.

Nov 28th. CN Guest speaker Patrick Hassell. "Bristol Before Rolls-Royce"

Dec 4th Sunday. Antifreeze **CU** at Nunney Catch.

December **no club night.**

Dec 27th. Mince Pie **CU** at The Court Hotel

All events are listed in good faith. You should always ascertain if an event is taking place before you go. If in doubt, ring Brian Baker on 01749 342671



Wessex at Astle Park – Victoria's boys & girls!

Second Warning!

Eric asks me to make the point that if you would like to attend the Trowbridge Carnival Country Fayre in Trowbridge park on 3rd September, he needs to hear from you before the end of July. It is one of those occasions where the site is planned and we can't just turn up unannounced. Please take the time to phone Eric on 01225 754374 if you want to go.

Obituaries

It is with sadness we report the death in May of Jill Miles, wife of the late Adrian Miles, Jill and Adrian who lived at Alveston were both well known around the rally scene and were good supporters of Wessex events right up to Adrians death. They often used to exhibit their Amanco and Victoria and also had a keen interest in horticulture ploughing matches.

Regretfully, we must also tell of the sad passing of Dave Large from Weston S Mare. In his more active days, along with his wife Gwen, he was always a good supporter of our club events and will be missed by all who knew him. Our condolences go out to Gwen at this very sad time.

Robin Lambert.

Social news

By Earwig

- Happy birthday to Pete Gear on 21st August.
- Welcome to new member Richard Miller of Bradford-on-Avon and Mr & Mrs Snook from Warminster
- Earwig hears that the Honey Brook rally that was cancelled this year and relocated at the Barley Mow at Cole Hill, Nr Wimborne was a great success, so well done to the organisers. Perhaps we may get a report about how it went.

Chairman's report (printed as received)

By Brian Baker

The Meeting at the Court Hotel on Monday June 27th had Richard Harris as guest speaker to give us an illustrated talk on the restoration of a Bedford "TIC" van that was a ex BBC outside broadcast van. Richard has had this vehicle on his drive for a number of years, slowly rotting and rusting away as it was exposed to the elements for all that time. He finally decided it was time to bring it back to its former glory; he recruited a restoration expert to tackle quite a formidable task. (I had already looked at the van some years ago and decided I could not take the job on as it was much to large to go in my workshop, and after seeing the amount of work that was carried out, and the time involved I consider I was very lucky it went elsewhere.) To reduce the cost Richard agreed to do some of the work himself, this meant a trip to the repairers workshop in east Anglia, Richard used to travel there on a Friday, work on the vehicle for a couple of days and then travel back on the Monday. The first thing they discovered was the cab was beyond redemption and needed replacing. After scouring the internet he located several ex WD cabs in a scrap yard that had never been used, one of these was purchased and after some modification it was fitted to Richards's truck. The van was eventually finished and painted in the BBC livery and from the slides shown to us it looked as good as new. Richard is very pleased with the end result of the restoration, the only problem he has is that his wallet is now some fourteen grand lighter. I would like to thank Richard for a very interesting evening's entertainment enjoyed by all the members present. As an ex member of this club Richard declined any payment, he said keep it in club funds. Richard was assisted by Colin Baker who brought his digital projector along for Richard to show a step by step slide show as the work progressed. The raffle followed the talk to add to club funds. I can report that the rally at Semington was again very successful despite variable weather on the Saturday; the financial details are not known until we hold a committee meeting, but Eric has said a good profit was made, watch this space for further news. Don't forget the **Mini-Rally at Haynes Motor Museum Sparkford** on Sunday 1st August. No entry forms, just turn up on the day. Enquires ring me on 01749 342671. Other exhibits, cars, motorcycles, static displays etc also welcome.

Mells on Easter Monday

By Robin Lambert

May I say a big thank you to our club members and invited guests who exhibited at Daffodil Day Rally, what an excellent display you all put on. Lots of new winter restorations were on show here and I am sure like me you had lots of questions to answer from the visiting public. I have never seen so many here. They used to recon on a 15 thousand gate but it looked like half as many again came to the event. I made my usual phone call to the Mells Committee chairman to see if they were happy with all the days events and he told me he was especially pleased with the two large music tents that had 14 live bands performing throughout the day,

When Jackie and I left the field around 6 pm there must have been a thousand people outside the tents still listening to the music, of course the fine weather helped make the day especially for us as no one got stuck or bogged down on the parched field. I am told that Steve Baker had a go at driving one of the scale steam engines we invited along this could be the start of a new hobby for him if he gets the bug.

I had an interesting chat with a chap who owned a local mill that had a water turbine for power, he said he had an old engine for standby when the river was low, he asked if I would like to go and have a look which I duly did after picking up Sam Jackson en-route, we found he had a twin Lister C S Diesel down in the darkened bowels of the mill, it was all rather solid but we were able to offer some advice on what he was up against to bring it back to life.

I received the bad news here that John Brooks had passed away, it was only a few days before the show he rang me to say he was not feeling up to bringing an engine along, but may just come to have a look around, as you all know things were much more serious. So, on a happier note, I hope you all enjoyed your day another thank you from me for all your support not forgetting the setting up team, the ladies doing the insurance checks and Eric our safety officer for keeping you out of harms way. I shall make my usual call to the Mells Chairman around October time to see if we are invited back again next year and hopefully we can do it all again.

This year, the club has received a letter of thanks from the Mells Committee. This is (I believe) the first time that this has occurred since the Wessex SEC started exhibiting at Mells - Ed

Wessex Midsummer Gathering, 2011

by Eric Gay

To say I was worried the Sunday before the event would be an understatement. As most of you will know, the heavens opened all day. I thought that our rally site would be very, very wet, as after heavy rain the area near the pylon is always flooded and a lake forms. So, Monday at around 8-30am, a certain Nissan van was to be seen heading towards Semington with a driver that was more than a bit worried. Well, I was in for a surprise - no flood and no lake! I walked across the field and my boots did not get wet. The land was so dry that it had taken all the rain of the previous day.

Wednesday dawned and the team were on site to put in stakes, and rope up the main ring ect., With help from Gordon Gully and Neal Richards, both with machines for the driving in of stakes the job was soon done (thank you both very much for all your hard work) our new marquee was the next job here and our chief tent erecting engineer took control, what would we do without you Pauline? Brian Verrall and the team staked and set up the road way and entrance gate.

This year the Shepton Mallet Drifters Model Boat Club provided a new exhibit, If any of you are in need of a lake, just contact Geoff Davis, master lake builder. Thanks, Geoff, you did a great job not only with the lake but throughout the whole weekend.

This year we had many new attractions: chain saw carvers, ten model traction engines including one 6" scale Foden lorry, along with two full size engines. Alpaca (like big woolly sheep), spinning, a wonderful display of model horse drawn wagons, displays of pole lathes, hurdle making, displays of bygones etc. Then, of course, the mainstays of the event. Around 120 stationary engines. A long line of, tractors, cars, motorcycles, military & commercial vehicles plus horticultural machinery. Finally, there were fairground rides, quad bikes, bouncy castle and our traders.

Saturday dawned and was not looking too great weather wise, but we were very lucky. We only had two storms that amounted to any real rain, but this alas did deter fifteen of the traders that booked in and did not appear, along with a good few exhibitors. All I can say is that you missed a very good weekend. I was amazed at the number of people that attended on Saturday, and Sunday - well Pauline & I manned the gates at around 9.20 and we never left until 4.00pm. At this point in this write up I am going to say that without the help of Pauline & Garry Sainsbury, this Club would not have the wonderful event that the Semington Rally is and my very sincere thanks goes to you both & I look forward to working with you next year.

Like all events, it did not all go like clock work, the weather had its say on Saturday afternoon when a very large gust of wind hit the club's marquee and caused considerable damage. This meant that it had to be taken down and our craft and model display rehoused. A trader also lost his stall in the wind, but we managed to weather the storm, as all good teams do, and very soon all things were up and running once again.

The only other thing that went wrong was that I had to don me electrician's hat once again (I thought I had finished playing about with wires when I retired) but NO the darned wind blew down the lighting tower and broke three of the lights so out came the tool kit (yes, I still have the magic touch) and I repaired two lamps and removed the others that were past repair ready for the evening.

Now what can I say about our evening, good entertainment and a very good raffle and auction. We had great time and lots of fun, you who stayed at home in them there carryvans did miss out on a good evening.

I don't know what time I got home to me little cot, but t'wer late and before I knew it t'wer time to be heading back for the site, it's a good job I ain't got far to go. Well, it was around 9-30 when Pauline and I opened the gate because we had public waiting to come in and this is how it remained right till 4 O'clock in the afternoon. We both managed a very short break in the early afternoon, got a quick drink and a bite and then back on the gate till the end. On Saturday, it has to be said that If it had not been for my daughter and a total outsider, we would have shut the gate as we had very little help. We did appeal for help on both day, but our appeal fell on deaf ears, The total outsider was a gentleman from Hilperton Village that took pity on us. But this was a down side that has to be rectified for 2012, and I am sure that it will be, as planning has already started.

We are trying to get the Wall of Death and the Barnes road roller (Barnes laid the first metalled road in Trowbridge) and some other new attractions. So why not come and join us as after all this is YOUR rally, put on for your enjoyment and the team and I enjoy doing this for you so if it is possible for YOU to give us a bit of your time come and join us we don't bite well not often, and you never know you might enjoy it.

Sunday was a fine warm and sunny day and we did very well and once again we made a profit. Remember this is done to not only aid the club's funds but to help the life limited children, of The Children's Hospice South West.

Well, I have gone on long enough, so to all the team, Jamie, Barry, Brian, Geoff, Karen, Pauline & Garry, Kim and his Viking's, Pete, Neal, Gordon, Mike, Linda and Don - **Thank you so very much all of you.**

Postscript

I was painting my house on Monday when Gordon Gully arrived with print outs of some very nice e-mails that had appeared on "Fozzer's Forum"

<http://www.stationary-engine.net/forum/index.php>

All I can say is thank you so very much to those who said such nice things about the team and the event - makes it all worthwhile.

Heddington & Stockley Rally

By Eric Gay

I left Trowbridge on the long haul to Heddington at around 8am. on Saturday 2nd of July, Knowing that a place had been set aside for me by the rest of the club members from Trowbridge, Pete and Neal and his dad had travelled up on Friday evening and were all set up and ready to go. On the way I ran into good friends that had hit trouble, Karen and her husband were on the road with there vintage ex post office

truck towing the caravan and about two miles from the site it stopped we did our best to get it going but to no avail. As we worked on the vehicle a very nice lad with a tractor pulled in and stopped and it was not long before we had a tow strop fitted to the truck and he towed them down to the site. Sunday had the old girl up and running once again.

Once there, I did not take long to unload the Bamford with Pete & Neal's help. Soon, the Fairbanks 6hp, the Bamford 4hp, the Ruston 6hp and my 2.5hp Bamford were all up and running.

Now, over the past few years, Heddington Rally has not been what it used to be but oh boy, have they worked hard to bring it back to the superb show it was this year, The stationary engine line up was great with a lot of first class engines on show, and yes it was a member of the Wessex Stationary Engine Club that won the award for Best Engine well done Don. This year was the first year I can remember there beinmg steam ploughing on site along with tractors and horticultural machinery. At the bottom of the main field there was Lawn Mower racing.

In the main ring there was a display of birds of prey, Two shire horses were giving cart rides around the showground.

There was a good entry of full size traction engines and miniatures, along with a fine display of commercials, cars, motorcycles, and military vehicles. There was even a battle tank that I should not like to keep fed with fuel! Down in the woods there was motor cycle trials riding,

To my mined this was one of the best Heddington & Stockley Rallies for some time and long may it continue. The Trowbridge boys are off to Melbury Abbas next, so all being well I will let you know how we get on.



Wessex had over ten members at the Astle Park rally this year

Strawberries & Steam Rally June 25/26th

By Eric Gay

Well, after our own Rally I needed a rest so why not load an engine, tools, food, and a chair or two and the cooking stove, most important as this rally lark is hard work and one must keep tea on the go.

It has been known by my nearest and dearest that I always get lost getting to Lotmead

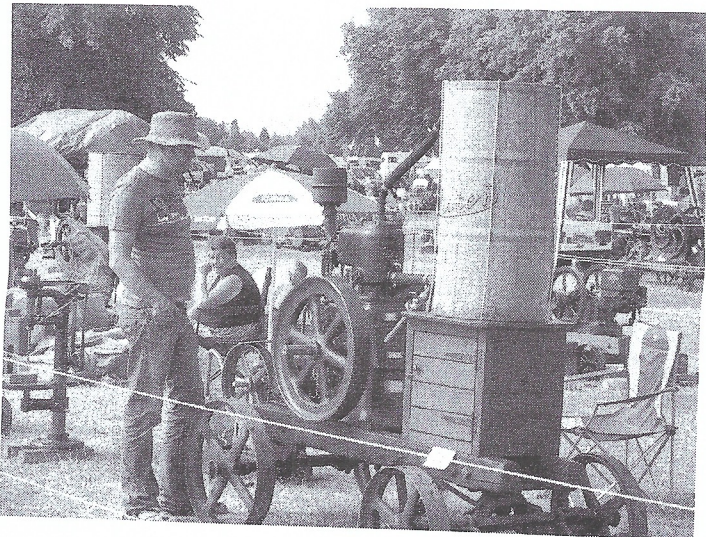
Farm, Wanborough - and do I mean lost, last year half way to Oxford but not this year as I got a nice phone call saying "follow us" from my good friend Roy from Pottern, "meet us at the Poulshote Road, tomorrow at 8 am. I did not have to be asked twice and we arrived at the site around 9am. We were greeted by a very shocked Pete Gear who could not believe we had arrived so early and this time not got lost.

I had taken my Lister Tank cooled 'A' type, a lovely little engine, goes for ever never lets one down, starts first time and runs all day, and what did I get told from me best mate? He called it a cement mixer, just because he had a big posh Ruston 6 hp AP chugging away all weekend - could have hurt the Lister's feelings.

The Trowbridge boys did the Club proud once again with never a stop all weekend. But what can one say about Strawberries & Steam? It is one of the best rallies around the area and I would not miss it. A line up of almost thirty full size steam engines, and one with a walk way around it so as visitors can climb up and see all the working bits flying up and down and around and around. Miniature engines? Well, I could not count them all, but I would say around forty, and what a great display they made. There was ferret racing, rear breeds, a great display of vintage tractors all stood along the hedge row, motor cycles, cars, commercials and even two Tiger Moths that are housed close by.

Yes, they did have a very good display of stationary engines, with two from Trowbridge being outstanding.

It all goes on at Lotmead farm, with steam engines like the 1887 Marshall Keynsham Hall, E. Kichener once an Edward's showman's engine. went for a run into Swindon to Edward's yard. Over the weekend I had a word with the owner of a Barnes, Aveling & Porter steam roller I hope that this will be at Semington along with the Edward's Scammells in 2012.



Other engines such as Lord Raglan, a T3 Fowler, and others made it up Kite Hill to the New Cally Arms, I can't imagine why or maybe its

because they sell a good pint who knows. So, a very nice weekend was had by all, well maybe not all as one poor soul had a fire in their caravan and had to pull out and head for home. I hope there was not too much damage, but I did hear the caravan was a writeoff. This was in the stationary engine section so I hope that it was not that bad.

All too soon, it was time to pack up and head for home. Is it me or does time just fly by these days? I look forward to next year at Lotmead Farm and - oh yes, we did pick some strawberries & they were alright too!



Happy rafflers at the Anson Museum!

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