



# CRANKING

June  
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

Last month I started off by saying how pleased I was to come by a mid 1930's ABC engine. Well, eBay presented me with an opportunity to bid for a World War One ABC engine & I was successful in this too! A run down to Sussex on a beautiful summer's day found me the proud owner of yet another flat twin. From the look of it, I'd say it has been dry stored for eighty odd years and I look forward to returning it to life.

It brings it home to me just how many engines I've accumulated in the last few years and have decided that I really must have a clear out. The result of this decision you will find in the "Moving the Metal" column over the next few months, but if you'd like a list, just ask.

I had a bit of success with paint this month. I'm restoring a Stuart Turner R series marine engine & was given a starting handle for it in an unusual shade of green paint. I queried the colour & was assured by Stuart Turners that it was a good match for the original ST shade used on their marine engines. I took it into my local branch of B&Q and they matched it on the Dulux machine & it cost just over thirteen quid for a litre. I must say it is good paint & it covers very well. I was pleased with the first coat which dried overnight to leave a brush-mark free finish. When dry, it exactly matched the original paint colour on the handle. Naturally, I don't think for a minute that it is petrol resistant, so I'll use a tundish and pour slowly!

I understand that Philip Gallimore, the Norman marque specialist for Stationary Engine Magazine, has just purchased about a tonne of spares for these increasingly popular engines and has also taken on a good deal of paperwork relating to the company and its products. If you need spares, try Mr Gallimore, details in SEM.

The club is running a trip to the Internal Fire Museum in West Wales on 23rd September, details in the next edition. Might I say in advance what an excellent museum it is, run entirely by stationary engine enthusiasts for like minded souls. All engines are usually in running order & the curator Paul Evans is quite likely to start any engine if given the least encouragement! They have some

### Moving the Metal

#### For sale

**Briggs & Stratton ZXP** generating set £150. **Ruston Hornsby PT** on trolley £150.

**Lister D** on two wheeled trolley £150.

**Wolseley WD** 1.5hp on trolley £170.

**Bamford EG1** 1.5hp on trolley £180.

**Lister D** driving **Lister H1** pump on wheels £180. All restored.

Four heavy cast iron wheels 10.5" x 3.5" £30.

All above - phone Mr P. Newton. 01373 812461

**Lister CS 3hp**, large flywheels, not mounted. Good engine, S/N53523. Easy start & frugal. £185

**Corrbet corn grinder**. On wheels, ready to rally £65.

**Lister A3 pump**, complete & partly restored £35

**Ferguson** two furl plough £50

All above - phone Mr. Sheppard, WSM. 01934 812921.

**JAP 2A** driving a small compressor. On a steel carrying frame, Unusual first exhibit. £95.

**WW2 Lauson engine** driving a small compressor. On a steel frame. Even more unusual first exhibit. £95.

Both restored & painted to a high standard.

**Petter A1** on four-wheeled trolley. Still in its Admiralty grey paint. Frugal first time starter. £95.

**Petter PU8**, rare WW2 marine engine on wheeled carrying frame. Not run for a couple of years £95.

**Small old fashioned box trailer**. Needs some TLC. Has spare wheel, lights fitted to tailboard & 50mm hitch. Tow away for £25 - no offers.

**WANTED - "Stationary Engine" Magazine**. Now pre number 29 to complete my collection.

All above - phone Kim Siddorn 0117 964 6818

**Amanco 3hp**. Restored & ready to exhibit. £500.

Phone R. Savage, 0117 962 2028

**Amanco 2.25hp**. £650 ONO. Restored using many new items & mounted on 4-wheeled trolley. Was exhibited at Mells 2006. Getting too much for me now.

**WANTED - Flywheel magneto** for 1.5hp Ruston PB. Must be complete & with brass starting dog.

All above - phone Richard Gill - 01934 517322

**Allan scythe/mower**. Circa 1950. Spare engine.

**Generator**, needs attention. £30.00.

All above - Parsons, 01761 452565

**WANTED - Carb No 2654** on left & air filter No 4445 on right facing starting handle for a **Norman T300**.

Phone Tony Davis 01373 464982

very unusual BIG engines & their restoration of the Sulzer won the museum a heritage prize. My favourite must be the unusual & huge twin cylinder Tangye. Book early to avoid disappointment!

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).

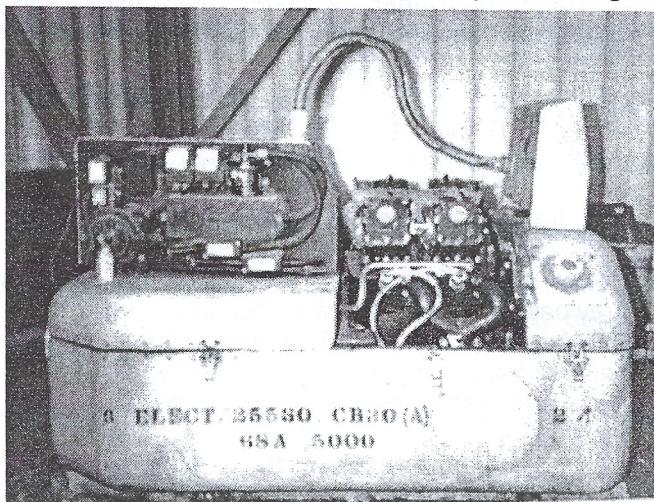


## Featured Engine No.6

### *The Editor's ABC "Bee" Vee Four*

Some readers might recall that I am somewhat struck (OK, bowled over) by the engines and generators that ABC (All British engine Company) made under the management of Granville Bradshaw. Designed as aero auxiliary power units (APU's), they are always complex, full of innovative ideas and built like expensive watches. The Good Lord alone now knows what they cost to build and they are far from numerous now, specialised beasts that they were in their heyday.

The darkest hours of the soul can be lit by the unlikeliest strokes of good fortune and my soul was lit last year by managing to buy an ABC "Bee" Mk 100 Vee four off E-bay. The auction closed at midnight on Tuesday and on Wednesday I was in Harpenden on business, so arranged to drive on the extra 65 miles to Peterborough where it lurked in the back of a lock up garage. The deal was done and so home to face the wife with yet another addition to my Iron Charges.

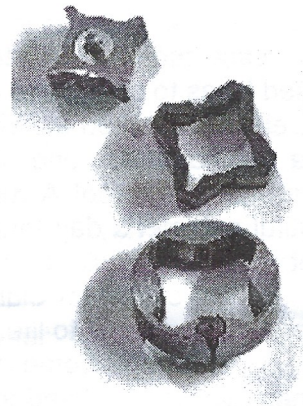


This engine was originally the beating heart of a power pod used as an APU on Blackburn Beverley's, the huge transport aircraft that lumbered about our skies in the Cold War years. Like an Egyptian tomb painting, it was not intended to be seen by human eye, living as it did inside a sealed aluminium box that bore a striking resemblance to a huge broadbean. What a waste, for it is a typical example of Mr Bradshaw's work and no stone has been left unturned in the quest for first class engineering, style and complexity. A 743cc OHV vee four, rated at a conservative 19 BHP at 3,900 RPM in order to drive a 200 amp 28 volt dynamo, does seem to me to be rather a lot of overkill - but it is so pretty I can just sit on a box and look at it!

Mine (s/n 24) is mechanically complete and still bolted firmly to the beautifully machined aluminium base designed for it. I've fitted a pair of appropriate wheels to the carrying handle extensions at the front, thus turning the base into a trolley. The unit has long been divested of its cowling and fan, generator and - worst of all - its pair of aero

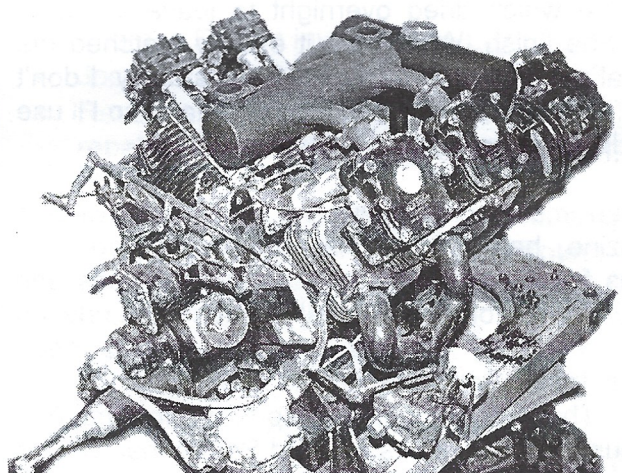
standard BTH MC2 magnetos. It took me a while to realise that each magneto fired the plugs on one side of the bank, NOT either side of the vee. So for a while I was looking for not one but two 90o BTH magnetos, a mission doomed to failure.

Looking at a schematic one day drew me to the revelation that I was actually looking for two flat twin magnetos. A search of my shelves revealed one immediately & another was found at Sodbury the next time I was there. They are driven by a beautiful vernier coupling allowing the most sensitive adjustment to the ignition timing. Of course, the driven flanges went with the magnetos and I spent some hours with plastic metal casting up a couple of them and trapping a bolt in their centre so they screw direct onto the mag armature.



Some time previous to finding this engine, I bought a 24 Volt generator, expecting to drive it off quite another engine. To my surprise, it bolts directly to the engine's ancillary gearbox, leaving me the task of finding - or causing to be made - the very expensive bevel gear that would drive it.

The next task is to arrange cooling for the beast. Although I'm unlikely to run it at its design speed of 3,900 RPM, it will still need a fairly strong air blast from below the cylinders to keep it tepid. I've looked at 12 Volt computer fans, ducted Land Rover electric fans and a range of other possible solutions, but nothing yet commends itself to me.



The silencer is set in the vee, the carbs hang beneath

A fellow contributor to that excellent Newsgroup <[uk.rec.engines.stationary](mailto:uk.rec.engines.stationary)> milled me up a very nice starting handle, but as is often the case in the real world, other projects come along, but I'm still working on it - perhaps next year .....



## Calendar of Events for 2007

**July 21/22<sup>nd</sup> Event.** Wychwood District Vintage Club in Oxfordshire near Witney. Engines wanted. Phone Mr E.Bull before 9PM please, 01628 524246

**July 30<sup>th</sup> Event.** Evening Crank Up, Court Hotel, Chilcompton.

**Aug 5<sup>th</sup> SUNDAY ONLY. Event.** Our Annual Rally at Haynes Motor Museum, Sparkford, Yeovil.

**Aug 11/12<sup>th</sup> Event.** Royal Berkshire Steam Rally. Engines wanted. Phone 01494 717071

**Aug 20<sup>th</sup> Club night.** No meeting this month.

**Sep 9<sup>th</sup> Event.** Crank up at Nunney Catch. *Please donate raffle prizes in aid of the BABE appeal.*

**Sept 8/9<sup>th</sup> Event.** UTVV Club Working Weekend at Stockbridge. Entry forms, Alan Vickery 01256 703169

**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 10<sup>th</sup> Event.** Engine Jumble, Enstone Airfield, Oxfordshire. Off the B4022.

**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.

### Chairman's Report

The April meeting at the Old Down Inn was slightly down on the usual numbers. Over half the committee were on holiday, Robin and Jackie, Kevin and Carol were in Canada and Tony and Diana in Weymouth. However, a good number of members were present to be entertained by our editor Kim giving a talk on how to turn an oak wood into a Saxon Hall. With lots of photos, his Power Point presentation was excellent. For a re-enactment club (*Regia Anglorum* – [www.regia.org](http://www.regia.org) - ed) with no real experience of building anything, this was a brave venture. All the structural timber used was oak, most from within a mile of the site & all from within Kent. The shingles are hand cleft oak but came from near Chippenham! Some 16,000 are now in place at a cost of about £1 each and it is no wonder the project to date has cost in the region of £85,000. Kim is a really good orator who speaks without referring to notes and is well versed in his subject. All in all, it was a brilliant entertainment that was all the better for being delivered by one of our own members. On behalf of the club, thank you very much Kim. (When is your next talk?)

We had the usual raffle, which was well supported by the members present.

On Sunday the 29th April Eric Gay organised a coach trip for twenty six Wessex members to see the late John Jefferies collection of engines at

Crawley, Nr Gatwick Airport. Jenny Jefferies, John's widow, has an open day once a year for invited guests and don't hesitate if you ever get the chance to go and see this wonderful collection. This massive collection of engines and memorabilia has to be seen to be believed & is housed in buildings that once comprised a working farm. The hospitality that Jenny extended to us was brilliant with good food and drink available all day. It really was a super feast. On behalf of the WSEC I would like to thank Jenny for her hospitality - second to none! Also a big thank you to WSEC member Nigel Scorse for getting us invited and to Eric for organising the coach.

At the May meeting, we held the first EGM I can remember. It was to elect a Vice Chair & there were two nominations, Eric Gay winning from Anthea Feeney by three votes.

We went on to see photos from a number of members ranging from stationary engines, nostalgic pictures of club events twenty or more years ago – weren't we young? – to the recent visit to the Great Britain. Kim had a Power Point presentation of some amazing aircraft-linked photos & won the prize of the evening. Oliver Baker won the junior prize

The committee are revising the club's constitution to bring it up to date and are taking into account requests from our members. In due course each member will get a copy and we hope members will ratify this document at the next AGM.

### 27<sup>th</sup> Tatworth Mini Rally – Sunday June 3<sup>rd</sup> by Robin Lambert

I have been attending this event for several years now and it is always a "must" on my events calendar. A nicer location would be hard to find with the event set up on the village recreation field with stunning views all around. I still have trouble finding my way to the site, as passing through Chard always makes me think I have made a wrong turn as I make my way through it's bent streets. This year, if I had taken a wrong turning, two more Wessex vehicles following me would have got lost too.

There is always a nice reception on entering the field a hand shake 'and thanks for coming' makes you feel welcome. The field pavilion was doing a roaring trade supplying cooked breakfasts, the smell of bacon under the grill is like a magnet in drawing customers to the food area, I saw David Upton waiting patiently for his plate full and looking what the others were enjoying he was in for a treat.

We took "Stuart" out for the day to see if he would like to generate a few volts which he duly did and performed well with the odd bit of smoke that you would expect to see from a 2 stroke, but we are fine tuning this as we get used to him, although on this occasion he was running on a mixture of petrol and Diesel that was given to me, which had been drained from a car's Diesel tank that was accidentally filled up with petrol by a lady driver (this isn't to say that chaps would make the same mistake, but this time it happened to be a lady!) I did take a few bits and



Petter 'M' which I have had for around 30 years. I don't believe that I have run it in the last 28, so it was time it had a new owner. I am pleased to know it's still local and look forward to seeing it out soon.

I didn't get around the engines as much as I would have liked to as talking seems to take up so much of the day, but what I did see was some real classics including Ed & John Thorne's large Hornsby on its huge original carriage. They had just started up and it was running very well, but John thought the exhaust was a bit on the noisy side and after some careful listening said to his Dad "we have got it running the wrong way". He then turned off the fuel supply slowing the engine right down and as the engine came onto compression, it bounced off and was then running the correct way. Easy!

Ed & Gloria Carp had their Ruston Homsby PR on display and Ed told me that he had taken it to the Bath & West Show and the torrential rain had got inside it's magneto and caused a few problems. He duly drained the water out and it was back up and running again. At the end of the enclosure, Mike Snook had his large Powell and in the pen opposite him was David Upton with his nicely restored 5hp Blackstone. It is always worth watching David load this one into his 'stretched' transit with his electric winch screaming it always reminds me of a whale swallowing a dolphin.

The usual car boot and stalls were present and my bargain was ten candle shaped light bulbs for a quid. I could have had flickering ones if I had wanted, but felt our front room would be like sitting in an old cinema watching a silent movie. The weather was kind to us and it stayed dry all day despite a dodgy forecast of rain coming up through the West, but it stopped at Exeter - what a bit of luck. An excellent day out and I am already looking forward to next year.

**Happy Birthday** to Mary Butler on 26th June & belated congrats to Martina & Paul Chant on their 7th wedding anniversary on 17th June.

**Welcome to our new members.** We hope you enjoy your membership & we look forward to seeing you at a rally or crank up very soon. Brian Coles - Wookey, Pete Gear - Trowbridge, Keith Shepherd - Warminster, & M.White of Calshot Nr Southampton.

#### Engines Wanted

**7<sup>th</sup> July (Saturday) at 1.00pm.** Engines are requested at a garden fete at Burrington House, Burrington Village.  
Please phone Brian Read on 01934 852766

**21<sup>st</sup> July (Saturday)** Engines wanted at the Camerton Village Day. Please try to attend this one day event. They are donating £50 to the BABE appeal on our behalf, so let's have a good turn out!  
Please phone Kim Siddorn on 0117 964 6818

#### A collection of Prince of Darkness jokes

- The Lucas motto: "Get home before dark."
- Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness"
- Lucas - inventor of the first intermittent wiper.
- Lucas - inventor of the self-dimming headlamp.
- The three-position Lucas switch - DIM, FLICKER and OFF. The other three switch settings - SMOKE, SMOLDER and IGNITE.
- The original anti-theft devices - Lucas products.
- "I've had a Lucas pacemaker for years and have never experienced any prob..."
- If Lucas made guns, wars would not start either.
- It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.
- A Land Rover owner was asked how he could tell one switch from another at night, since they all look the same. He replied, "It doesn't matter which one you use, nothing happens!"
- Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.
- Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.
- Why do the English drink warm beer? Lucas made the refrigerators, too.
- Alexander Graham Bell invented the Telephone.
- Thomas Edison invented the Light Bulb.
- Joseph Lucas invented the Short Circuit.
- Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times sunwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."
- Lucas systems actually uses AC current; it just has a random frequency.

#### Stop Press News

As we go to press, we hear third hand that people exhibiting engines at Kemble MUST have £5M TPL insurance. Those unable to provide proof of this will be turned away at the gate.

#### Lost at the Mells Daffodil Rally,

Four cast aluminium wheels. They may have been left behind accidentally. If you can help, please phone Robin on 01373 463526