

CRANKING

The Wessex Stationary Engine Club's monthly newsletter

June
2009

Thirty second
year of
publication

www.wessex-sec.co.uk

From the Sump

I have been looking into a new policy that would insure our members against loss by theft of their equipment. It was originally written for BBC camera & sound operatives in order to protect their stuff whilst in transit and at events, so is pretty much suited to our needs. It is expected that whilst at home, your engine stuff will be protected by your domestic Contents Insurance & theft from your home will be excluded. The committee discussed it & decided that it would be best to ask the membership what they thought. Basically, it needs 25 of us to buy into the scheme, well under 10% of our membership. We will ask the September meeting. If you can't be there & wish to support it, please respond to me direct – contact details below.

Here's what it will cover

- Engines & equipment carried in trailers. So long as they are secured by straps or ropes or permanently bolted to the trailer your equipment will be covered.
- Non-commercial road trailers. If you use a trailer solely for domestic purposes and transporting your engines & driven equipment and have taken reasonable steps to secure it by clamping a wheel or fitting an anti-theft device to the tow hitch, it is covered.
- Theft from your vehicle overnight, Conditions – Insured items out of sight, alarms where fitted must be switched on & the vehicle must be locked & immobilised.
- Theft from your vehicle in transit. As long as the conditions have been met as above, you stuff will be covered in places like service stations etc..
- Theft whilst loading or unloading. From reports, this seems to be the time of greatest risk & there are no special conditions if you are actively involved in moving your stuff from the vehicle or trailer to (say) an exhibit site.
- Theft whilst exhibiting. As long as you are taking reasonable care of your stuff, it's covered. The felonious but unseen hand that unscrews your glass oiler whilst your attention is elsewhere would be covered. However, if you are negligent – like leaving loose stuff close to the rope & going to lunch - I'm afraid you are on your own!
- Damage resulting in a total loss or simple loss. Most engine stuff is pretty sturdy, but occasionally a mounting lug gets broken or a small but valuable item lost in transit.

The plan is that the Wessex SEC will pay the premium & its members will be encouraged to buy into the scheme. **£10 will cover you up to £5,000 worth of cover, £20 will get you £10,000 etc.** The cover will be written to "Wessex SEC Ltd and its members", thus offering insurance to the club as a body as well as its members. All claims will carry a 15% excess.

Moving the Metal

For sale

Petter 8hp. 1919, M type. Class One prize winner, totally rebuilt reluctant sale. Best offer near £1.200.

Phone Eric Gay - 01225 754374

Enfield "Sloper" Diesel. Apparently in good order, free with compression. I'll never get around to it! Might swap for something small & interesting. £140.00.

Phone Kim Siddorn 0117 964 6818

WANTED

Magneto drive gear for Lister A. 15 teeth. Phone Tony Eggleton. 01373 864270 & 07828 814060

Braked trailer (750 kilo) to carry a 4hp Amanco.

WHY?? Phone Richard on 01722 501017

Starting handle for Bamford 9hp. Crank 2 5/8".

Phone Ron on 01749 870756

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

Triumph twin WW2 genny or parts.

"Stationary Engine" Magazine. Now only need number 27! Surely there is a spare one out there somewhere?

All above, Phone Kim Siddorn 0117 964 6818

Special notices

"Get well soon" to Eileen as Mike Jennings tells us that she is in the RUH in Bath. Best wishes from us all to both of you.

July 29th. Last Wednesday in July from 6.30pm onwards, nosh, noggin & natter at "The George", Longbridge Deverill. Please do come along & chat to friends old & new.

Engines Wanted

For the **Holcombe Gala**, July 4th. (Sat only) at the playing fields (p/code BA3 5??). Phone Marie Williams on 01761 323110.

For the **Evercreech Flower Show**, Sept 5th. Phone Keith Nash on 01749 831229

Wessex Vintage Gathering – stop press!

It went really well & although we could afford only the most sketchy of advertising, we had enough public through the gate to more than cover our costs. Most importantly, almost everyone who said they would come did and there were 96 engines on show, a long double line of tractors, vintage commercials, cars & motorcycles. Separately, there was a display of vintage wood working machinery & a working hay elevator.

It was what the member's had asked for - a "proper" rally and to their credit they turned out in numbers to support 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

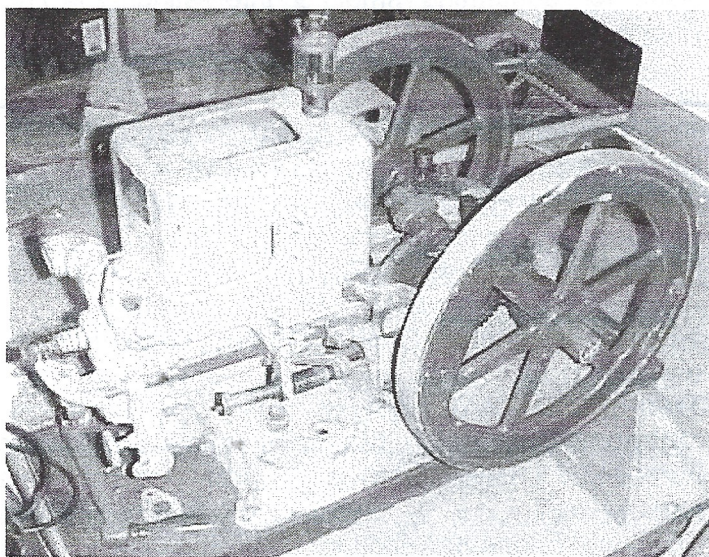
J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

Featured Engine No. 29

By Luke Kissell

A Nelson Brothers "Little Jumbo"

I acquired this particular engine in April 2002, at a sale in Cambridge, Md. The advertisement for the sale said 50-plus engines in various condition should be on hand. But when I arrived and looked over the offerings, I was a bit disappointed. There was not one engine in 'good' condition. All of them were rusted, and a lot of them were missing parts, stuck, etc. Nevertheless, I had to bring something home with me. I ended up with three fairly complete engines; a dishpan Fairbanks, a throttle-governed Witte and a Nelson Bros., the latter which is the subject of this story.



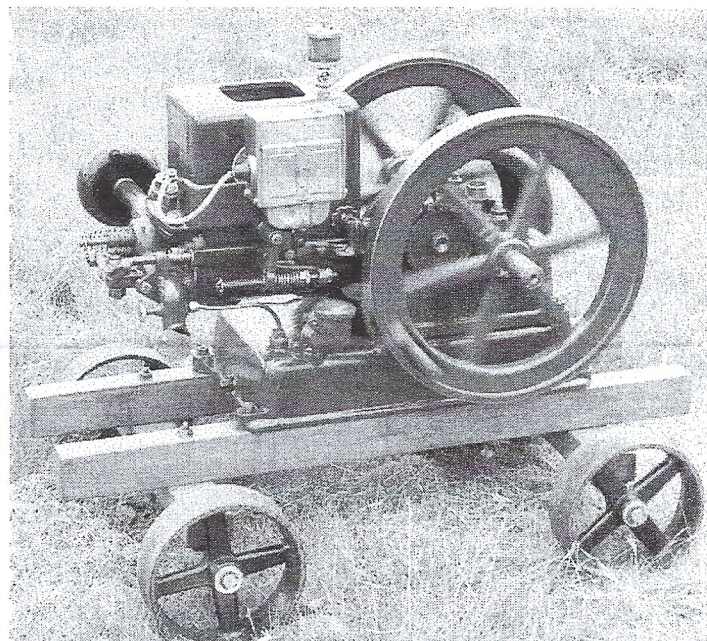
Built by Nelson Bros. Co., Saginaw, Mich. Serial number: 17574 Year manufactured: circa 1915 Horsepower: 1-3/4 at -500 rpm Bore and stroke: 3-1/2-by-5 inches Ignition: hit-and-miss, low-tension magneto and igniter. Flywheels: 16 inches in diameter, 1-1/2-inch face.

I decided early on I wanted it to be mostly original, with a couple of personality twists - I was going to paint it and stripe it to my liking. Also, I wanted to replace the original steel grease cups with new machined-brass cups that I had been saving. I needed a Webster magneto, a gas tank and wanted an original muffler, so I started searching.

The gas tank was easy: in stock from Lee Pedersen. I found a man in Florida who was selling magnetos and had several types, and I decided on a Webster Type MM, which has the double horseshoe magnets. In between painting, I worked on the cart - it probably cost me less than \$20. I paid \$10 for the front wheels two years ago at the Chambersburg, Pa., steam show flea market, and the rear wheels came from a walk-behind lime spreader I found on a jobsite where a house was set to be demolished. When I removed the wheels from the spreader, I searched through my collection of parts and, lo and behold, the spreader wheels matched the flea market wheels! Amazing.

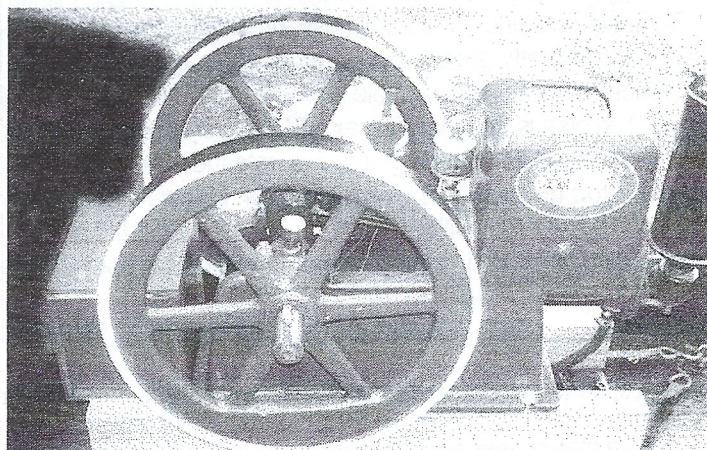
I made the cart bed from genuine Maryland red oak I had left over from repairing the wooden

bridge in my driveway. I cut, planed and beveled the oak on a router table, then made four dado cuts for the two cross members. I routed the axle boards with a 1/2-inch round bit to accept the 1/2-inch cold-rolled steel rod I used for axle shafts. U-bolts secure the rods to the wood. I then applied four coats of polyurethane to the oak. The handle is 3/8-inch hot-rolled steel rod.



When I finished with the painting, it was time to start reassembling the engine. I positioned the gas tank and the engine on the cart to mark their bolt locations, drilled the holes and secured the tank and engine to the cart. At the same time, I measured and fabricated the check valve and fuel line. I wanted to buy new oiler glass and gaskets, so once again I turned to Lee Pedersen. I polished all the brass, first with a wire-wheel brush, followed up with 'Happich Simi chrome polish' and 'Never Dull,' a wadding-type cleaner/polish. I bought the decals from a Gas Engine Magazine advertiser. Finally, I bought a small feed mill at auction and painted it to match the Nelson.

And there you have it, another engine project complete and ready for a busy show season!



Not the same engine. Another, just to show this side!

Calendar of Events for 2009

TWO NEW EVENTS!

July 4th. **Event.** (Sat only) Holcombe Gala at the playing fields (p/code BA3 5??). **Engines are required**, phone Marie Williams on 01761 323110.

July 5th. **Event.** Bristol & SGSEC rally, Frog Lane Farm, Coalpit Heath. **Sorry, exhibitors restricted to members only due to lack of space.**

July 27th. **Event** at club night. Evening Crank Up at the Court Hotel Chilcompton.

Aug 2nd. **Event.** Haynes rally. A one-day event as last year. Camping available from Saturday night. Free admission to the Museum.

Aug 24th. Club night. Member's evening – bring something from your "alternative hobby"!

Sept 28th Club night. Guest Speaker:- Dennis Chedgely illustrated talk on 1930's RADSTOCK

Oct 4th. **Event.** Vintage & 4x4 Sort Out, A34/M4 junction, Newbury Showground (*Sunday only*)

Oct 10th. **Event.** Skittles and supper evening at The Royal Oak Corsley

Oct 17th **Event.** Winter Sort out at Cranmore Railway Station Yard.

Oct 26th. Club night. Guest Speakers:- Bob Burgess, Colin Dipper TRADITIONAL ENGLISH FOLK MUSIC

Nov 14th. **Event.** Engine Sort Out, Enstone, Oxon.

Nov 30th Club night. Guest Speaker:- Keith Shephard, illustrated talk titled A Look at the ENGINE MAKERS OF WESSEX

Dec 6th. **Event.** Winter Crank Up at Nunney Catch.

Dec 27th **Event.** Mince Pie Crank Up, The Court Hotel
(Note change of venue)

ALL DATES ARE SUBJECT TO ALTERATION

Chairman's report (*printed as received*)

The club night at the Old Down Inn on Monday May 18th was slightly down on normal numbers probably due to it being nearly a fortnight early due to the forthcoming bank holiday. The members who did attend were entertained by photos shown on the screen by the epidiascope, and Kim's digital projector. The winner of a basket of fruit for the best effort of the night was won by David Griffiths with his photos of the ships he served on in the navy as chief engineer. Well done David. The prize of a large bar of chocolate for the best Junior member was a draw between Oliver with his profile of Somerset Rebels speedway team and Henry with photos of ice cream vans. The raffle concluded an interesting evening's entertainment. My request for a member to take on the job of treasurer when Jackie gives up the task at the next AGM has been completely negative. However all is not lost, a present committee member has agreed to take it on, and as from next February our treasurer will be Keith Nash. I would like to take this opportunity to personally thank Keith for filling this very important job. I have known Keith since we were kids living almost next door to each other in the village of Croscombe and I'm sure he will make an excellent treasurer. The programme of events lists a crank-up at the Old Down Inn on Monday August 24th. This has now been cancelled and instead a normal meeting will now take place in the pub. The entertainment will be a member's night, we invite you to bring along your other hobbies, models,

collections, etc. We cancelled the crank-up due to the hassle from the Old Down management over the car park, the committee have decided not to run anymore crank-up's at the O.D. We have already relocated the Mince Pie crank-up to the Court Hotel.

Social news

By "Earwig"

Welcome back to the rally scene Adrian Grant who suffered a broken ankle a few months ago. We hope its well on the mend Adrian and that you are enjoying displaying your new acquisition, the Amanco Three Mule Team,

Rumours that the Tatworth Mini Rally may not happen next year can be quashed. Talking to the organisers, some of the long term helpers are having a well earned rest and next year's entry forms are being distributed now.

Happy birthday to both our Newsletter distributor Mary Butler on 26th June and our raffle lady Carol Phillips on the 8th July.

The Milky Boys

By Albert Crittall

This is another article from the 1970's that we are running in memory of Albert and his friend Ron Frampton who passed away a few months ago. I'm indebted to Robin Lambert for finding them for us.

We were working on a farm near All Hallows, which is on the Thames Estuary. The farm was miles from anywhere - no pubs or shops around to get a -drink or -a packet of fags. We had just finished ploughing one field by nine o'clock, and it was too late to make the move to the next one, so Dick and I were at a loose end. After having a cup of tea and something to eat, we decided to take a Nature Walk, to see if there was any wild life that was in need of protection. After 'mooching around' for a couple of 'hours, we couldn't find a partridge, pheasant or rabbit that looked lost and we ended up in the dark with "Sweet Fanny Adams to show for our trouble.

On the way back but still about a mile and a half from the van, we saw same cows. I said to Dick-, "If we can't get a drink of cider, how about some milk. We can nick- a couple of pints from-one of the cows." Dick wasn't very keen but said he would have a go. After chasing the cows around, Dick managed to grab one by the tail and slowed it down somewhat, giving me a chance to grab it by the horns. Having got the cow to stand still, we realised that we hadn't anything put the milk in, so Dick said he would use his hat. As he was taking it off, he dropped it and when he was on his hands and knees feeling around for it, the old cow suddenly went berserk. It lashed out, catching Dick a real belter on top of his head and he went out like a light. I lost my grip on the horns and landed on my back, falling – naturally - on one of those flat brown things that are a sure sign that "Meadow ladies" have passed that way. The cow disappeared down the field like it had an amorous appointment with a bull!

Dick was flat out on the ground and I thought he looked dead. I gave his a good shaking and when he moaned a bit, I thought "Well, he ain't gone yet!" Then I took his hat and went down to the trough and filled it with water. I dumped the water

on his head, but it didn't make much difference. I waited a bit longer but he didn't come round, so I dragged him to the lane and propped him up in the hedge. By now I was getting a bit worried and thought I had better get some help. On the way up the lane, we had passed a smallholding and, as that was nearer than the van, I went down to see if anyone would give me some help. I banged on the door of the house until a man's voice shouted, "What the B.... y 'ell do you want at this time anight?"

I said that I was the Cook-boy with the Steam-plough tackle at the next farm and I have some help to get my mate back to the van. The bloke inside shouted back, "I don't care if you're the B.... y Archangel Gabriel, if you don't B....r off quick, I'll set the B.... y dogs on yer." I could tell by the tone of his voice that I was not going to get much help there!

As I went out of the gate, I saw an old wooden dung barrow and as I didn't think the bloke would be shifting dung at that time -of night, I decided I would borrow it. I wheeled it on the grass verge to keep the noise down, for the sound of an iron wheel on the gritty surface of the lane would travel quite a distance and I didn't want a couple of dogs investigating a tender part of my anatomy.

Dick was still out when I got back and after a lot of 'ahuffing and a puffing' I managed to get him on to the barrow, and away I went up the lane, still on the grass verge. I was getting along like 'a house on fire;' for it was getting pretty late and I had to be up by four o'clock to get the gang's breakfast. I only had a couple of hundred yards to go, but didn't see the water channel leading from the lane into the ditch. The barrow wheel went down into the channel and stopped dead. I carried on over the barrow and Dick, falling flat on my face at the bottom of the ditch, joined in short order by first Dick and then the barrow! Needless to say, the ditch was full of water...

Well, suddenly finding himself in a water filled ditch soon roused Dick back to the land of the living and he started yelling at the top of his voice that he was B....y well drowning. After calming him down and telling him what had happened, we got out of the ditch and squelched our way up to the van. Dick was nursing a lump on his head the size of a chickens egg. We left the barrow down in the ditch.'

When we did get to the living van, it was about twelve o'clock, and we were looking forward to getting into the warm and drying off. But when we got in, the rest of the gang took one look at the state we were in and pushed us out again, telling us to come back when we were dry. They bolted the door so that we couldn't sneak back when they had gone to sleep. We went over to one of the engines; fortunately it was still pretty warm, (the engines are 'banked up' for the night, so that it doesn't take long to get up steam in the morning) so we stripped off our clothes and hung them all over the boiler etc. As we were sitting in the tender, wrapped up in the engine cover, When I said to Dick that it

was a pity that we didn't get a drink of milk, I thought he was going to burst a blood vessel as he shouted "Don't ever talk to me about b.... y cows or milk again - I never want to see another cow as long as I live, and anyway, I've always hated milk." I thought if ever I wanted some milk, it would be a lot safer if I took a can down to the dairy on the farm. (Skimmed milk was one halfpenny a pint.)

Incidentally, it took us a long time to live down the nickname of 'The Milky Boys.'

Museum of East Anglian Life

by Robin Lambert

Whilst on a family visit to Stowmarket, it was an ideal opportunity to have another look at my favourite Museum. Mainly because like so many our club has visited over the years, this one too is spread over many acres taking in all aspects of life in times gone by.

Much more has been added here since my last visit a few years ago including a huge new building which tells the Ransomes story of the giant Ipswich Engineering Company from start to finish including many Machines, and Exhibits. Time prevented me from reading all the information on view, but the interesting thing I noticed is that in the company's early days, an engine called Cubit was part of the company. I wonder if he was of the same family who in later years developed the Cubit Car?

There are a few stationary engines here, also steam ploughing engines, one of which has been converted by having a large diesel engine mounted on top of its unused boiler. One large building of two stories has a large stationary steam engines on the lower floor and a super exhibition of steam models on the upper floor and a huge working clock mechanism powered by hanging weights all exposed to view.

A more modern exhibit that caught my eye was a large stainless steel showman's caravan that was almost the size of a holiday home. It was huge and must have weighed several tons. Inside, the furnishings were breathtaking with cut glass cabinets and mirrors, some in an electrifying blue colour that made it look more like a palace.

Many of the large buildings included a windmill and a working water powered mill have been rescued from the County of Suffolk and have been re-erected and restored to original condition. There was also a huge 13th century tithe barn. The windmill that used to pump water from marsh land on the Suffolk coast has yet to be restored. Most crafts from days gone by are shown - hurdle making, blacksmith, barrel making, etc.

A large building is fitted out with displays of old shops and houses and for the more able, there is a nice walk around the park which in places runs close to the river Rattlesden. For the children there is an adventure playground and lots of animals to see including chickens, ducks pigs, goats, cows etc. And talking of cows they can even have a go at milking one with no chance of being kicked as it is made of wood! Of course there is a cafe/restaurant to finish off one's visit with an ice cream or a cup of tea and a Suffolk bun. Whilst a nice half day can be spent here, it is a long way to travel and too far for a day out. However, there are other attractions in the area like the Thursford Collection and Bressingham Steam Museum. You could spend a whole week in Suffolk and Norfolk - not be a bad idea, so go on, spoil yourself!