



# CRANKING

March  
2008  
Thirty first 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

Yesterday, I taxed my car on my mobile phone, the DVLA having records of all our insurances & MOT certification. Took me five minutes, the disk arriving this morning, 1st Class post.

Today I re-insured my bikes & was pleased with the eBike quote of £120 odd for a K1100 BMW & a Honda XBR500. I did it on the Internet & it took five minutes, the cover note arriving attached to an email, the hard copy to follow on Tuesday. The hours I've spent standing in post office queues on the 1<sup>st</sup> of the month!

Having just fallen foul of the Thames Valley Constabulary's Man with a Van, I thought I'd check the position with Points at the DVLA in Swansea. You may be aware that points on your driving license stay on it for four years. What you may not know is that as far as a Court of Law is concerned, they only **apply** for THREE years.

I do feel the Internet is a marketing tool without parallel & we (as in 'the hobby') ought to be paying more attention to it. Many of us Custodians of Rusty Iron are approaching their sell by date and it is in the nature of things that we become less able to deal with the heavy great things – I know I am! It has been said before now that this and the ever rising cost of fuel may be why we are seeing fewer large engines on the rally circuit these days.

I feel that the hobby is at a turning point & it feels very similar to the imminent collapse of the "ancient crafts" crisis in the early 70's. At that time no one had the least interest in becoming a thatcher, cooper, shoemaker, saddler, wheelwright etc, etc & we were literally within a few years of a whole raft of old crafts dying with the last masters of their craft. The Heritage Movement - in which I became involved in 1980 - was just in time to capture the attention of handy young people with just an office job to look forward to & changed many, many lives - mine included!

I do feel we should be doing more to attract the attention of the younger element who can no longer fix their car or motorbike by the roadside on a Sunday afternoon & might be looking elsewhere for an oily pastime.

### Moving the Metal

#### For sale

**Lister A.** 1932/34. Petrol/paraffin, tank cooled (new tank). Runner, as found, Class 2. No trolley. £175.

**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.

For all above ring Eric on 01225 754374

**Trailer**, ready to tow away, 4ft by 6ft 6ins, painted steel body, drop tailgate, electrics, jockey wheel, corner steadies, good tyres and spare, engine ramps stowed underneath, winch. Also detachable plywood top to allow you to rally out of the rain, sleeps two if you are good friends. £65 ono. Email pics available. [jeremy.adams150@btinternet.com](mailto:jeremy.adams150@btinternet.com). Phone **Jeremy Adams** 01823 443000

**Hymatic engine & compressor.** Unusual & interesting little unit that can be carried in one (strong!) hand. Unrestored & complete, but some parts removed (all available) prior to restoration. Email me for photo and original 50 year old advert. £180 OVNO.

**Bernard Marchal engine** – one of the motorcycle looking lumps. In good, as found condition. Starts & runs easily, lightweight & easily moved about. On makeshift runners. Email me for photo £180 OVNO.

**Douglas flat twin engine.** 1930's. Believed ex Autotruck. Fair sized lump – 750cc ish – as found with carb but no mag or starter drive. Turns over OK. Email me for photo. £115 ONO

**Iron Horse 12V 300W generator.** Not license built but a genuine Johnson Corporation manufacture. Electric start & runs smoothly. Restored in the correct satin black finish. Email me for photo. £70 OVNO

**"Old Glory".** Stack a foot high 80's & 90's – tenner. **WANTED "Stationary Engine "** Magazine. Now only need 16,17,18, 24-34,36. Have early copies to swap! All above, phone **Kim Siddorn** 0117 964 6818

**This column really works! Let's have your engine and similar stuff that you have for sale up here for a month before putting it in SEM – you might see it at rallies if sold locally!**

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](mailto:kim.siddorn@blueyonder.co.uk).**

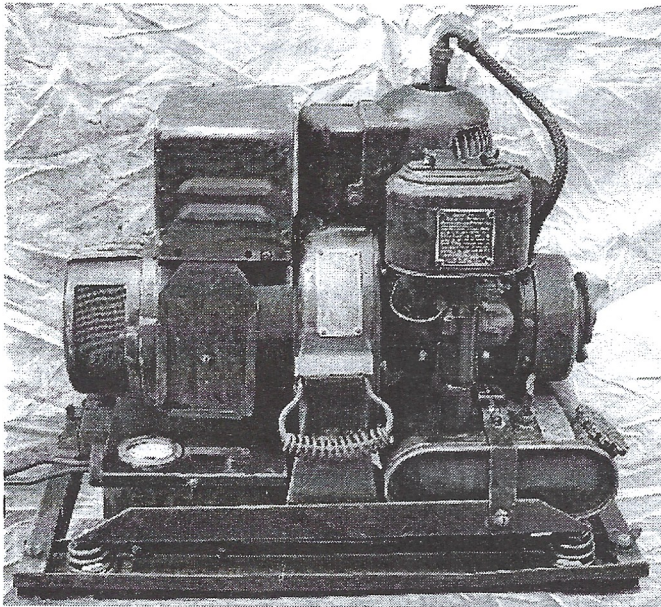


## Featured Engine No. 14

### A WW2 B17 bomber Homelite APU

By J.K. Siddorn

Homelite Inc of New York were – and remain – producers of a wide range of generators, pumps and similar devices. This is a 1944 ex-USAF battery charging set. Model number HRU 28A constructed to specification 94-32313-A on contract number W30-053AC-482. The serial number is 250404. It has a 28 Volt 70 Amp dynamo. It is fitted with suspension springs and sits on a rack-mounting platform arrangement enabling it to be fitted against the fuselage when used as an in-flight APU for Boeing B17's, Catalina's et al. "USAF" is still visible stencilled on the Air Force blue paint of the fuel tank.



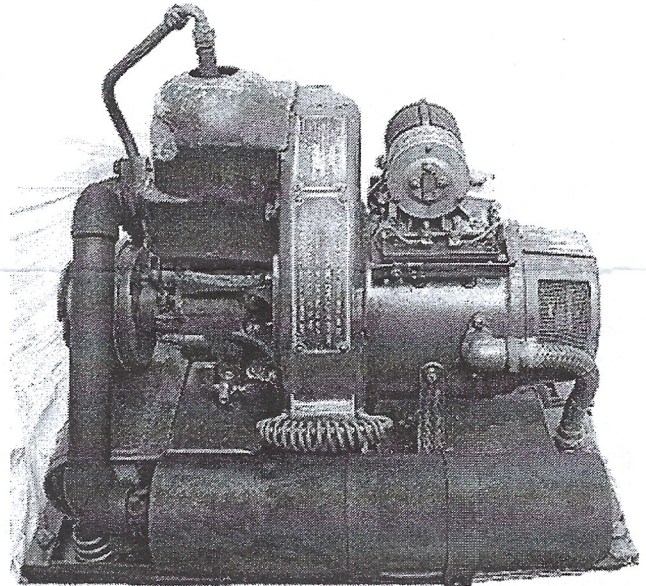
A two stroke with die-cast close pitched finning and fan cooling, it has a very neat WICO ignition generator coupled with a rope starting pulley at one end of the crank and a direct drive generator at the other. The cast aluminium fan cowl is the only part of the device in contact with the sprung bed-plate and it balances very well from its two spring coil lifting handles. Of all the generators of this period I've seen, this is by far the best designed I've come across and innovative use has been made of available space with the control box and petrol tank being tucked neatly away under the unit. Considerable thought and effort has gone into ensuring lightness and ease of use, all functions and adjustments being grouped on one side and only the exhaust system on the other. The whole thing looks to me like a "clean sheet of paper" design.

The direct lift carburettor is beautifully made and a complicated piece of work with two separate lift pipes for main and pilot jet and two bleeds to the main bearings to ensure the bearings get enough oil.

When I bought it it had obviously not run in a long time, the tank no longer smelling of hydrocarbons and having a mixture of rust and old paint inside it, which I hoovered out! As the vendor

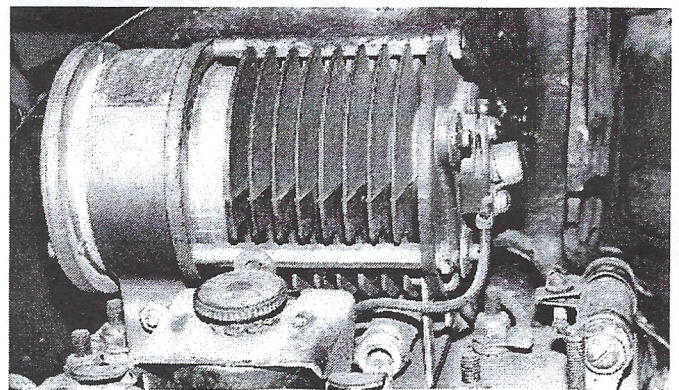
had warned me, there was no spark, although a meter on the components indicated that they all functioned correctly and the coil provided a spark when flashed with 12 volts. I'd cleaned the points in situ initially with wet & dry without any improvement. However, removing them showed a thick oxide layer that took 800 grit wet & dry on a solid base plate to remove. That done, a spark appeared at the genuine original shielded plug and a whiff of Easy Start down the carb made it fire.

Reassembling the petrol tank to the frame,



sealing and refitting the carb took about an hour and then it was crunch time. It did rotate on the starter button, but it was s-l-o-w and definitely not happy. Removal of the inspection plates at the commutator end showed seized brushes and a blackened comm. It took another hour to clean it up, but then 24 volts whipped it round at perhaps 1,500+ RPM and it promptly started, ran and produced electricity.

Like all direct lift carburetted engines, it doesn't care for running much below its design speed and in this case, the long lift pipes require a fair amount of vacuum across their ends to maintain the correct mixture. Although adequately silenced, it does not make a good neighbour in an engine line up



as it roars away, bouncing up and down on its bedsprings like an eager Tigger! This is probably why we don't see many of them at events ....



## Calendar of Events for 2008

Apr 12<sup>th</sup>. **Event.** Sodbury Sortout, Newbury Show Ground. CANCELLED

Apr 13<sup>th</sup>. **Event.** Spring crank up at Nunney Catch.

Apr 19<sup>th</sup>. **Event.** Enstone Sortout. Enstone airfield, Oxfordshire. Bookings, 01367 810415

Apr 26/27<sup>th</sup>. **Event.** Westbury Transport Gathering. Off B3098 Westbury to Bratton road.

Contact Keith Miller 01373 864166

Apr 28<sup>th</sup> **Club night** Guest Speaker:- Richard Harris. An illustrated talk about BBC outside broadcasting vehicles past and present.

May 10/11<sup>th</sup>. **Event.** Breamore House, engines wanted. Ring Eric on 01225 754374

May 19<sup>th</sup>. **Club night** Members Evening. Show ten photo's or slides on any subject. Prize for best effort.

May 31<sup>st</sup>. **Event.** Saturday crank up at Bitton Station

June 4<sup>th</sup>. **Event.** Wednesday Evening. D-Day Crank Up at The Old Down Inn. Military stuff preferred!

June 14/15<sup>th</sup>. **Event.** Two day WSEC Rally at the Haynes Motor Museum, Sparkford nr Yeovil.

June 21/22<sup>nd</sup>. **Event.** 1000 Engine Rally, Astle Park

Contact Mr M.E.Banks 01538 755844

June 30<sup>th</sup> **Club night** Guest Speaker:- Rob Armstrong, An Illustrated Talk "Cleaning Up Ranskill"

July 6<sup>th</sup>. **Event.** Bristol & SGSEC annual rally, Contact Mr Williams 01454 413647

July 28<sup>th</sup>. **Event.** Evening Crank Up at The Court Hotel, Chilcompton.

AUGUST 18<sup>th</sup>. No Meeting

AUGUST 31<sup>st</sup>. No Meeting

Sept 14<sup>th</sup>. **Coach trip** to the Black Country Museum.

Sept 29<sup>th</sup> **Club night** Guest Speaker:- Colin Baker. A digital presentation on a vintage theme.

Oct 4<sup>th</sup> Skittles & supper evening at Butler & Tanner, Frome.

Oct 18<sup>th</sup>. **Event.** Wessex Winter Sort out at Cranmore railway station yard.

Oct 27<sup>th</sup>. **Club night** Guest Speaker:- Mike Rowland. An illustrated talk on The Clifton Suspension Bridge.

Nov. 8<sup>th</sup>. **Event.** Enstone Sortout. Enstone airfield, Oxfordshire. Bookings, 01367 810415

Nov 24<sup>th</sup>. **Club night** Guest Speaker:- Tony Scammells. Talk entitled "Just a little something".

Dec 7<sup>th</sup>. **Event.** Winter Crankup at Nunney Catch.

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

### Chairman's Annual Report - 2007

2007 was another successful year for the club with all events and meetings well supported. The Annual Rally held at a new venue, Haynes Motor Museum at Sparkford and attracted a good entry. Those attending said it was a good site and an improvement on Clutton. From a committee point of view it is easy to set up and does not involve the club in any financial outlay and this means it is impossible to lose any money on the event. This year we are again holding the rally at Haynes but this time it will

be a two-day event. The only downside to this is it will clash with the West Dorset rally at Westbay,

This club has always led others; we were one of the first to make £2M Third Party Liability insurance an automatic benefit of membership, we were the first to protect our members from financial liability by forming a limited company and now we are one of the first to provide \$5M of third party indemnity. The club finances are in good order, the increase in subs this year (the first for three years) is because of increased postal charges and the doubling of our insurance premium due the provision of the £5M cover.

The committee this year has put in a lot of work in producing a new constitution for the club, which was adopted by the club at the AGM in February. The architect of this constitution was Kim Siddorn who put the whole thing together and worked with the committee to bring it to a state ready for your ratification. I would like to thank Kim for the work he put in on this.

I would like to thank Tony and Diana Davis who are retiring from the committee after many years of dedication in helping to run the club and the rest of the committee for their hard work during the year attending to club matters and attending committee meetings, It's a pleasure working with you. A very special vote of thanks must go to Jackie Lambert who for over 20 years has kept the club's financial affairs in order. Likewise to Arthur Smith as secretary, who every year compiles a brilliant programme of guest speakers and other entertainment for our monthly meetings.

I was initially disappointed not to receive any response to my plea for new members but am very pleased to welcome Keith Nash onto the committee.

### Social News

*We'd like to mention: -*

**Ray Earl** who is in his 80's & progressing well after a short illness. Happy birthday to **Henry Baker** who was 14 on 23<sup>rd</sup> March. Best wishes to **Marita Chant & Eileen Jennings** who are not feeling their best at the moment. Welcome to Wessex to new members **P. Upton** of West Dean, **R. Upward** of Poole, **Mr & Mrs L'oiseau** of Wareham & **M. Williams** of Frome.

### Wessex Committee Members - 2008

Brian Baker – Chair. 01749 463526

Martin & Andrea Feeney. 01761 432282

Eric Gay – Vice Chair. 01225 754374

Jackie (Treas) & Robin Lambert. 01373 463526

Keith Nash. 01749 831229

Kevin & Carol Phillips. 0117 932 9186

J. Kim Siddorn (Editor). 0117 964 6818

Arthur Smith (Secretary). 01985 840385

Brian Verrall (President). 01934 743460

### Amanco Running Costs

By John Cluett

I thought the following may be of some interest as it gives an indication of running costs in



working conditions as opposed to running light at a demonstration or rally. My two and a half horsepower Amanco No. 168371 over the four days of the Isle of Wight rally worked in the wood sawing area alongside two racksaw benches, driving David Antell's Dennings of Chard circular saw bench. It cut approximately two and a half tons of firewood, pointed and cut to length 350 surveyors pegs and cut 200 4" x 3" x 2ft sleepers for a 10 1/4" railway. The pegs and sleepers first being reduced to size by the two racksaws - one driven by a Fowler traction engine and the other by a Ford Super Major tractor. The racksaws also turned out several hundred feet of timber for post and rail fencing, gateposts and waggon boards, leaving us all the offcuts for firewood.

The amount of work the engine did was achieved on two gallons of petrol and a pint of oil. On the way home the engine went out 'on hire' to my friend Alan White's place where it drove his John Farris and Sons circular saw bench with which in six hours spread over one day a week for three weeks we cut another ton and a quarter of firewood. This was not so much a real working event but more of a social occasion with a pub lunch thrown in after the sawing was finished for the day (I hasten to add!!)

The cost of this amounted to 3/4 gallon of petrol and about 1/2 pint of oil. The total cost came to £11.76 for 12 litres of petrol or about 3 gallons at 0.98 pence per litre. This I think was good value for 3.75 tons of firewood plus the other work done and think it would have shown a great saving in time and manual work when these engines were first introduced. I have not counted in the oil as it was acquired some years ago and I have no idea of the price. These are present day prices but I suppose going back over the years and taking into account the change in decimal currency, inflation, tax etc. this would be a fair example of costs.

### **My Mate - Old Deadly**

By Eric Gay

It seems time that this story be told. Why Deadly? Well, most things he did ended in disaster! I don't know now after the passing of all the years who of the lads first called him Deadly, but the name stuck. At first it was just used out of his hearing, but as time went on it slipped out and he was then known as Old Deadly. I will start at the beginning when he was bitten by the motor cycle bug. He always said he would never have a bike "much to dangerous" until he had a ride on the back of a BSA 350cc B31 and he was hooked. (*Small world, it was a ride on a B31 that got me hooked too! - Ed*) Now at this time Deadly was just 16 and learning his trade, so not earning much - in fact he was at that time paid 1s/5d per hour or in mad money about 17 pence. He started to save hard and worked every hour he could, no silly rules then governing the hours a trainee could work and some weeks he was working 60 to 80 hours a week.

When the savings reached £45.00, Old Deadly bought his first bike, his poor mother had a fit, dad said "boy, remember the machine will always beat the man so be careful". Big sister said "you will never learn to ride that thing". Well, Old Deadly pushed the bike home as he had bought it from a chap who lived about 3/4 of a mile from from Deadly's place. It was a Royal Enfield 250 Model S like an Enfield Bullet but with a 250cc engine. I remember him cleaning and polishing it until it shone like new, then with a provisional licence and L plates & a "lord help us All" he took to the road. Well all went well for a few weeks until Old deadly decided to go to Long Newton airfield to watch the grass track racing. It was by Hullavington airfield that things took a down turn, and disaster struck, the road had just been resurfaced with chippings, "no warning" or so he said to us lads. The front wheel of the Enfield hit a high ridge of loose chippings and he needed help to get himself and the bike out of the ditch, no damage to either just hurt pride. Trouble was Big Sister and Boy Friend were coming along in daddy's car going to the same event and like Old Deadly said "she could just not keep her Gert Cake Ole Shut"!

The next disaster was on a trip to the seaside & he told us this himself. "Are dad were following in the car with me mother, I dun't know why I dun it, but I went right hand side of a keep left road island - what a blxxxx twerp I felt" Old Deadly reckoned he got a right ear bashing from his old dad. It was on another trip to the sea that Old Deadly fell off the Enfield again. Now, just past Shaftesbury and before you get to Blandford, there are some real bad bends. Old Deadly was in the lead with Big Sister and Boy friend on the B31 behind and on the third bend he just didn't take it, but went off down a short track that left the road in the centre of the bend. He was only crawling along, but when he stopped in the field he fell in a heap with the bike. When we got to him he was in fits of uncontrollable laughter, not with fright or hurt but Old Deadly just could not stop & soon we were all at it.

We had some good times with Old Deadly & I will tell you more about my old mate soon.

### **Coach Trip to the Black Country Museum**

On Sunday the 14th September, Wessex will be organising a visit to The Black Country Museum at Dudley in the West Midlands. It is an easy run up the M5 & less than 100 miles on the road. We shall be picking up at Nunney Catch at 07.30am and Longwell Green approx 8.15am. The cost of the coach will be a tenner and we have every expectation of this trip being very popular.

Please see Jackie Lambert to book your ticket & on this occasion we are asking for payment at the time of booking.

<http://www.bclm.co.uk/>