

CRANKING

The Wessex Stationary Engine Club's monthly newsletter

March

2009

Thirty second
year of
publication

www.wessex-sec.co.uk

From the Sump

You might not be aware of this, so I thought I'd mention it. The Great Dorset web site is very insistent that **everyone** who stays on the public camp site buys an entry ticket to the showground for the days they are camping there. This change will make it unnecessarily expensive for some as many go to the event that do not actually enter the showground – wives that go shopping etc. The GDSF had that rule last year, but didn't apply it too much. This year it's prominent on the booking form so is likely to be enforced. It is also worth bearing in mind that the event falls in term time this year.

A succession of bright & cheerful days always brings out the engines and sure enough, there were a fine crop on e-Bay last week. Bamfords & Crossleys, Nationals & Amancos accompanied the ubiquitous Lister D - like the poor, always with us! – as they were dragged blinking in the sunlight to be fettled & cleaned ready for sale. Some of them even ran! I bought one for an inconsiderable sum but ended up with four when the seller found that no-one else wanted his Iron Toys & a bargain was struck. I am fortunate in having friends all over the UK who are becoming used to the begging e-mail to collect this or that near them but far away from me.

I bought an interesting "unknown" at the November Cranmore event. A green painted single cylinder, vertical, fan cooled two stroke of around 250cc. It was featured in the SEM last month (March) and I'm convinced that it is of German origin as there are instructions in that language on the Solex carb. However, the actual manufacturer remains a mystery & as it came from the Wessex area, I'm hoping that someone will be able to help. There is an unusual magneto with the Auto Union circles on it, but I've had it suggested that it bears a resemblance to a Sachs engine. If you have any ideas, I'd be glad to hear them.

All are looking forward to the new season, hopefully drier than the last. Preparations are well in hand for our major summer event, **the Midsummer Gathering at Semington** and there will be much to see & do there with engines & tractors booked in already in good numbers. Please do complete the application form in last month's newsletter..

Moving the Metal

For sale

Lister Diesel engine driving a Fullwood vac pump. On a trolley - £120 ONO. Phone Ed on 01458 210929

Ford Transit 2.4 Diesel For sale April/May time, van, semi high top, "S" reg, one owner from new, has 5 belted seats, tow bar, engine. Has only done 83k easy miles, tax & m.o.t till end of september. Offers invited. Phone Robin on 01373 - 463526

Vauxhall Vectra. 120K, top of the range, excellent order. Sold with new MOT at time of sale. £890 ono
All above, phone Eric Gay - 01225 754374

Wanted – Barnard W110 piston. A piston from a Austin/Morris "A" series 848cc SV engine or very early Mini would do the job.

Phone Tony 01373 464982

Wanted. Starting handle for Bamford 9hp. Crank 2 5/8". Please ring Ron on 01749 870756

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

Wanted. Triumph twin WW2 genny or parts.

"Vapourising" small stack of old 'uns - £1 each.

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

A Wrinkle & A Nod – Kim Siddorn

Cleaning up an engine before painting or just too remove years of grime, oil, farmyard muck is a time consuming task & often not easy to do. You might not want to use a pressure washer as the high speed jet gets under original paint & can find its way into HT coils and other ancient electrical components.

Scrape off the thick caked on oil & grease first. I use a section of an old carpenters rule. It is in boxwood with a brass end & has worn to a smooth rounded end over the years. Next, paint on a coat of your favourite cleaner – although it's not what it used to be, I still think Gunk does a good job. Scrape off some more & work the residue into corners.

Boil a kettle full of water, nick some washing fluid from the missus & put a good dollop into the bucket. Pour on boiling water & wash the engine, brushing the solution into every corner. Use as hot as you can. You might be startled with the result – repeat with plain very hot water, pouring the last of it over the engine. It will dry fast & be prone to rusting so get on with 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

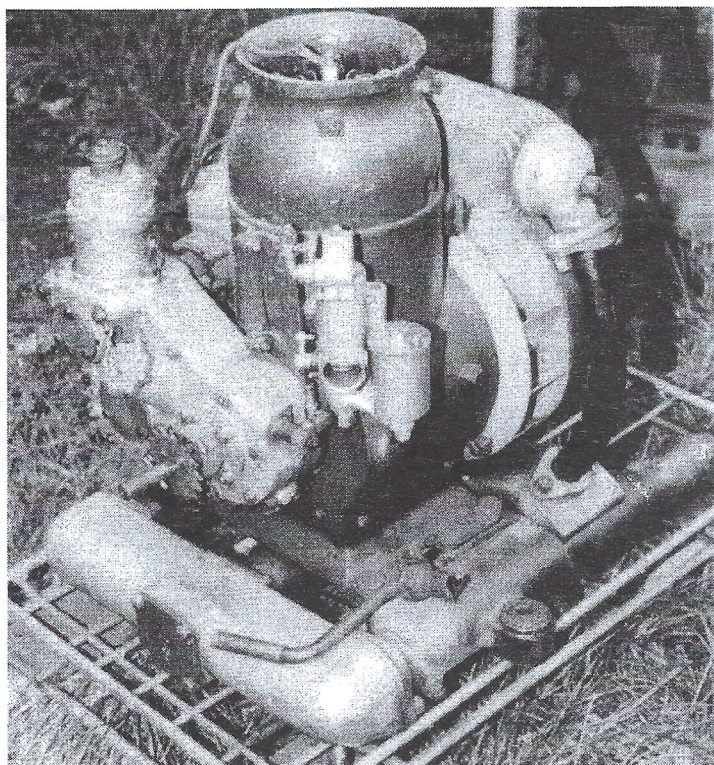
J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

Featured Engine No. 26

The Scott PAB

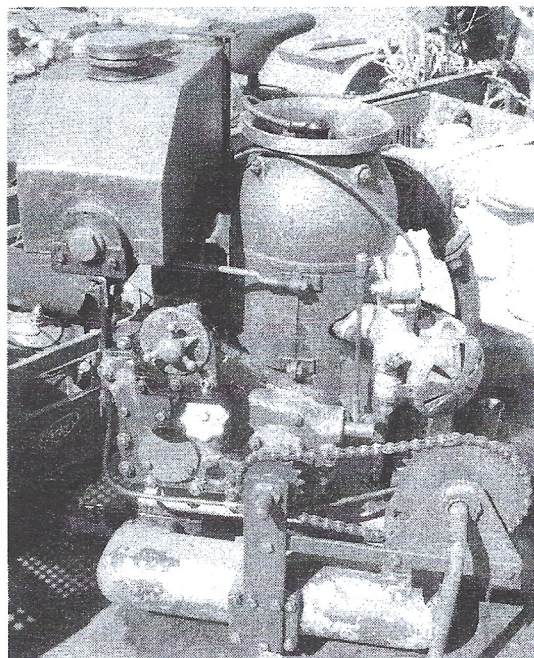
By Kim Siddorn after Nick Highfield & others

The single cylinder PA & PB two stroke engine is unknown outside the stationary engine world. It was in production between about 1936 and 1945 for War Department contracts. They are instantly recognisable with their curious chimney pot cooling tower and longitudinal cylinder & head finning. Most were used on Bofers' Gun generators to power the Kerrison Predictor.



Unusually for Scott the engine is of the flat top (actually domed) rather than deflector piston type. Porting consists of two close set exhausts, with two main transfers facing each other at 90 degrees to the exhausts, and a smaller transfer opposite the exhausts. I am familiar with the usual Scott motorcycle engines, and these were all deflector types. Mind you, the PA is not the most scottly of Scott stationaries, at least the SE/SM series and DSE share bore and stroke dimensions with a long stroke "Flyer" engine. In fact the DSE is virtually a water-cooled version of the unsuccessful 'lightweight' Squirrel 300 of about 1930. The PA also features Schnuerle loop scavenging rather than a traditional deflector top piston, something quite alien to Scott motorcycles until the still born Swift of the late 1950's. It would be fascinating to know where the design originated; the 'second source' manufacturer, Jowett, seems an even more unlikely candidate.

Andrew Pattle of the National Autocycle & Cyclemotor Club says that on the Scott Cyc-Auto, there are two main transfer ports at the side, two exhaust ports & a domed piston. This engine is described as the Mark II T. The third transfer port on the PA is a 'straight shooter' and this is unlike the



Cyc-Auto. Inlet on the PA is to one side and the oblique approach to the main transfers (to direct charge away from exhaust) enables the passage to miss the inlet port.

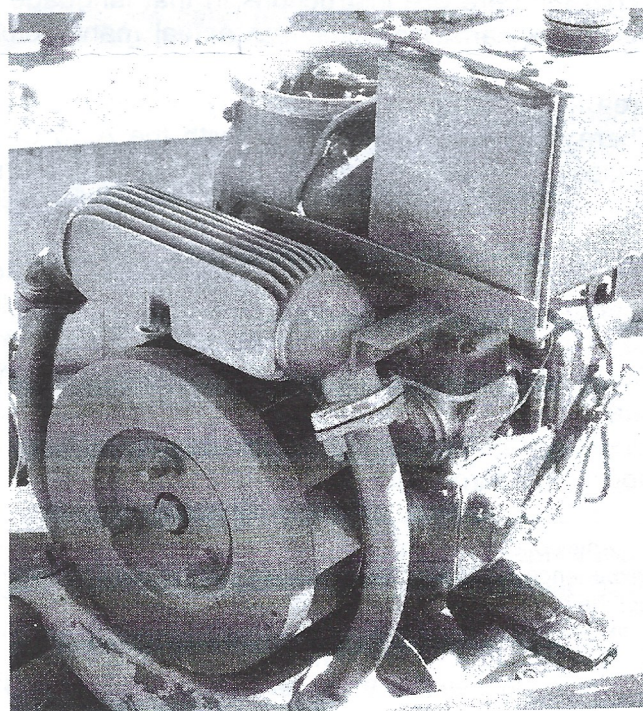
However, some stuff

on model aircraft engines describes such a port as a 'power' or 'boost' port, and is apparently designed to enhance top end power at the expense of flexibility lower down the rev range. If this characteristic carries over to larger engines then it could explain the port's presence on the PA (designed for constant speed operation) and absence on the Cyc-Auto.

Perhaps significantly, the piston crown has exactly the same 'truncated cone' shape on both engines. All the high speed Japanese two strokes I've worked on have this smoothly rounded crown.

The PA piston is a 'Specialoid' item with steel insert to carry the top ring.

Although the Scott Cyc-Auto engine appeared post war and despite Scott's adherence to deflectors for their motorcycle engines, we can tentatively conclude that there was some expertise in 'flat top' types there at the time, and that the PA could indeed have been designed as well as built by Scott.



Calendar of Events for 2009

- April 5th . **Event.** Vintage & 4x4 Sort Out, A34/M4 junction, Newbury Showground. *(Sunday only)*
- April 13th **Event.** Easter Monday, Mells Daffodil Rally
- April 18th **Event.** Engine Sort Out, Enstone, Oxon.
- April 27th . Club night. Guest Speaker:- Richard Harris
BBC OUTSIDE BROADCAST PT 2 THE COLOURFUL YEARS
- May 9/10th . **Event. Vintage Working Weekend**
Breamore Countryside Museum. Phone Eric Gay for details on 01225 754374
- May 16th **Event.** Big Sortout at Netley Marsh
- May 18th . Club night. **Members Evening:-** Bring along ten photo's or slides on any subject. There will be a prize for the best effort.
- June 3rd . **Event.** 65th Anniversary D-Day Crank Up on Wednesday evening at the Old Down Inn. Please bring something War Dept if you have it, otherwise bring anything!
- June 20/21st . **Event** Wessex SEC Rally at Semington
- June 27/28th **Event.** 1000 Engine Rally, Astle Park.
- June 29th . Club night. Guest Speaker:- Kim Siddorn
OCEAN STRIDING BISON illustrated talk about Viking ships & their uses.
- July 27th . **Event** at club night. Evening Crank Up at the Court Hotel Chilcompton.
- August 24th . Club night. Evening Crank Up at The Old Down Inn. *(Please note that club night is a week early to avoid August Bank Holiday Monday)*
- 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, Old Down Inn

ALL DATES ARE SUBJECT TO ALTERATION

Social news

Jackie Lambert is still getting mail sent to her old address. Please send correspondence to 19 (NOT 15!) Beechwood Avenue, Frome.

Get well to Adrian Grant of Frome who has had a fall at work and broken his foot. We wish him a speedy recovery.

Chairman's Report *(printed as received)*

By Brian Baker

Members are probably puzzled as to why the AGM was switched from the usual date in February to March. The reason is last year at the AGM we introduced a new constitution that made provision for a postal vote for members unable to attend the

AGM to vote for nominations for the committee. The conditions attached to the postal vote was that the members had to be notified (via the newsletter) at least 14 days prior to the meeting, of the list of nominees standing for the committee. Due to an oversight (c—k — up) by all members of the committee this deadline was missed and the January newsletter went out without the necessary paperwork. This was hastily rectified with a hectic weekends work by Robin, Jackie, Arthur, Liz and Mary Butler, getting the forms and the newsletter printed early and sent out by post to comply with the legal requirements of the constitution. I would like, on behalf of the club sincerely thank these members for giving up their weekend to carry out this task.

Arthur also has to be thanked for getting the- guest speaker Margaret and her husband Ginger to agree to switch dates from March to the February meeting at very short notice. Margaret the speaker in question duly turned up with Ginger in tow, complete with a very large collection of Teddy Bears which was the subject of her extremely well researched talk on the origins and history of the bears. Ginger assisted Margaret by handing her each of the bears in turn and we were introduced to their names, makers, ages, countries they came from etc. Members had also brought along a lot of bears, and Margaret gave each one a description to their owners, only one turned out to be a German Stief, and that was brought along by Max and Martin Feeney. On reflection this was a very interesting and entertaining evening enjoyed by the large number present, especially by Francis Armstrong who is a very skilful maker of teddy bears herself, most of which she gives to charity and friends. Some time ago she gave a beautiful little bear to Oliver, and she brought one along for the raffle, Guess who won it? Yes it was Margaret, another one to her collection. The usual raffle concluded a very successful club night at the Old Down Inn.

The Spring Sort-out on Saturday March 7th at Cranmore attracted a very good entry of stalls and a large crowd of buyers from all over the West Country and beyond. We were lucky with the weather, once the early morning mist cleared we were treated with a bright spring morning. The October Sort-out last year & the Spring one this year are probably the best to date, it seems now they are well established it is a very popular venue on the annual calendar, long may they continue. Many thanks to the members who manned the gate during the morning.

A Day At The Office

By Rob the Diver

Being a commercial diver, my work lies at the bottom of the sea & I wear a wet suit to the office. This time of year the water is quite cool, so we have a Diesel powered industrial water heater & this \$20,000 piece of kit sucks the water out of the sea & heats it up to a pleasantly warm level. It then pumps it down to the diver through a garden hose which is

taped to the air hose. When a little chilly, I take the hose & shove the end inside the back of my wet suit so it fills the suit with warm water. Clever huh?

After a while, a sudden itch arose in – erm – the crease that we all have below the small of our backs. Absent minded I scratched it, whereupon it turned into a red hot glow that took all my attention. Any & all movement made it worse & it felt like I was on fire. Removing the hose did no good except to make the rest of me cold. It took me thirty five agonising minutes with three decompression stops to get to the surface for my dry decompression by which time I was only wearing my helmet. It was hard to get aboard, especially as the crew were all helpless with laughter. A quick examination by a virtually speechless medic confirmed that the hot water hose had delivered a confused, hot and active jellyfish right to the place where it could have a little revenge.

To make my life a little worse, the medic's cream assuaged the intolerable burning itch within a few moments but it also paralysed my sphincter, requiring what he laughingly described as a "low diet" for a few days until it started working again.

My request for shore leave was denied.

A Sweeping History

By Eric Gay

In November, the club's faithfuls gathered to hear a talk by Master Chimney Sweep John Sansom on the history of the chimney sweep. In the seventeen hundred, when the large houses required the flues cleaning and, yes, young boys did go up the chimneys. Children of both sexes were employed, most of them orphans taken from the streets or workhouse or the orphanage. Life was not great for these children and if you made it to the age of 11 you were doing well. Most were beaten and with poor food and the work many were dead by 8 or 9 years old. Few were buried & Old Father Thames took them to his bosom!

It was late in the seventeen hundreds that things did improve as the government of that time appointed a Minister of Chimney sweeps. John Sansom was dressed as a master sweep, in frock coat, white shirt, red waistcoat and top hat. As a master sweep, he did not get his hands dirty, some forty journeymen would work under him and in turn they might have as many as a hundred boys and girls employed to climb the chimneys.

Protection consisted of Hessian sacking pads on the elbows and knees, with a sack cloth hat with a flap that fell over the face. The children sweeps would climb the chimney as fast as they could as once you were in the flue it was very difficult to breath. They would clean around 11 to 15 chimneys a day, starting time was around 5 in the morning and the would work until about 2 in the afternoon. Many children had night jobs too, the pleasant task of "Night soil removers".

Some sweeps could earn big money & it was not uncommon for a master sweep to have a turn

over of £26,000 pounds. Out of this he would have to pay the journeymen look after and pay for horses & carts which took the soot away. The best soot came from bedroom & living room fires, the poor stuff from the kitchen. Both grades were sold to farms & market gardens. The London trade amounted to around £150,000 pa. Things improved as time passed & children were given two and six year apprenticeships & proper wages, the businesses often passing down through families.

It is recorded that in 1819 two girl sweeps were used at Windsor Castle in another recorded incident a six year old girl was used to climb and clean a 7" square flue. Just think about that. I can just about get my hand into a 7" gap.

It was late in Victoria's reign that it became illegal to send child into a chimney and no more children were used in this way.

After the history lesson, John told us of his years as a chimney sweep and a few of the incident that have happened along the way. One was when John went to sweep a flue built onto the outside of a house at the gable end, in went the brush and after a short time John thought this is easy, so he went outside to take a look. The whole chimney stack had fallen down as it was not built into the house wall but just built against it.

At another property John informed the owner that the pot at the top of the chimney was cracked and broken. "That will be all right" said he. Well, it was till John ran the brush up the flue, the chimney pot broke up & landed on the bonnet of the client's three day old Mercedes! John still sweeps this chimney, but the owner takes the car to the local car park just in case.

Then there was the time when he went to a pub in Hear. only to find the chimney was cleaning its self as it was on fire. On another occasion he had to call the fire service when the brush and four rods came off as he was about to pull the rods and brush back down the chimney. It cost him thirty quid and a drink for the fire crew but he said it was worth it as he hates ladders and would not get on a roof for all the tea in China.

John being a master sweep attends weddings dressed in his finery & carrying the tools of his trade, there still being a superstition that it is good luck to kiss a sweep on a bride's wedding day, but woe is me if the sweep turns his back to the bride at any time as this is taken as a very bad omen.

Mayday was the traditional sweeps holiday and still today in Rochester in Kent a special event is still held with Sweeps from all over the country, mixed with Morris Men celebrate the coming of summer along with Jack in The Green to celebrate the end of spring & the coming of summer.