

CRANKING

May
2007
Thirtieth year of
publication
www.wessex-sec.co.uk

The Wessex Stationary Engine Club's monthly newsletter

From the Sump

At the recent Sodbury Sort out, I was amazed to come across an incomplete early 1930's ABC water-cooled sidevalve twin APU. It had been amongst a collection of vintage outboards that went to form a permanent public exhibition, was recognized as being out of place & sold on. I was keen to buy it, but was assured that it was not – nor would be – for sale. However, at the Enstone sale I came across the owner again & he suggested a price that I accepted & the deal was done. It won't be a five minute job, but I shall restore the engine to running order as it is & if in due course, other parts appear, so much the better - I doubt if more than ten exist anywhere. It just goes to show that you must never give up hope of finding even the most uncommon engines and mechanical contrivances. Keep looking and if found & isn't for sale, it is always worth leaving your contact details.

One occasionally hears of mucky engines – not the desirable old-oil-and-sawdust type delightedly found under old benches, but the less attractive kind that you occasionally fetch up next to at a rally. Any two stroke – especially the older types running off load - can fill the air with smoke and tiny spots of filthy black oil, thus spoiling the quiet enjoyment of anyone unfortunate enough to be downwind, fellow exhibitors, Joe Public 'an all. This is no new thing & I have seen the subject raised in SEM on several occasions over the years.

It seems to me that it is inexcusable conduct in anyone with pretensions to good fellowship and with more than a schoolboy's grasp of engineering principals. Obviously, a lightly loaded engine needs less oil than when doing real work and it is clearly the owner's duty to run the engine at home to establish a thinner mix that that suggested by the manufacturer perhaps seventy years ago. Further, modern two stroke synthetic oils are far stickier and have better lubricating properties than anything our fathers used when our Iron Toys were new.

Noise is another potential nuisance & the high-pitched howl of a small two-stroke or the jack-hammer banging of a four stroke not equipped with a decent silencer can wear the patience of a Saint as the day goes on. I well remember being next to a

Moving the Metal

For sale

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.

Phone Richard Gill – 01934 517322

Allan scythe/mower. Circa 1950. Spare engine.

Generator, needs attention. £30.00.

Lister L. 1923, 5HP. On a trolley & ready to rally. £250 ONO. Free delivery within 20 miles of T/ Cloud.

Trailer Flat bed 5' x 3'. Pin hitch. £30.00

All above - Parsons, 01761 452565

Small old fashioned box trailer. Needs some TLC. Has spare wheel, lights fitted to tailboard & 50mm hitch. Tow away for £25 – no offers. Kim Siddorn 0117 964 6818

Wind or weather vane. Amanco on it, cancelled special order. £30. Phone Tony Davis – 01373 464982

Wanted Ads

"Stationary Engine " Magazine. Pre number 49 to complete my collection. Phone 0117 964 6818.

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

Phone Richard Gill – 01934 517322

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

Phone Tony Davis 01373 464982

This column works!

***Three engines & a caravan sold here last month
Please remember to phone the editor if it sells.***

Ads will be run for two editions in future. Please resubmit if you need to – a phone call will do.

beautifully restored Lister D lighting set, complete with instruments, bulbs and arcane switchgear. The dynamo worked a treat & the engine ran on near enough full load all day. A pity the owner had not equipped it with anything more than a simple pepperpot silencer as it sounded like a field gun!

As a matter of interest, pollution hazards are not an insurable risk. Any club safety officer would be well within his rights if he were to demand that a noisy or excessively smoky engine be turned off as no Third Party insurance will cover the hazards that the thoughtless exhibitor is producing.

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.

Featured Engine No.5

John Cluett's 1920's 2.5 Amanco

My Amanco has a serial number of 168371 and was supplied new in 1925 (*date according to David Edgington - ed*) by John Farris and Sons of Belle Vue Iron Works in Shaftesbury to E.G. Wilkins (builders) of Marnhull near Sturminster Newton. It was used to drive a small racksaw bench as Wilkins, in common with most builders of that time, cut and prepared all their own timber for joinery work. It was fitted with a non-standard belt pulley wheel of 12 inches diameter for this purpose.

When Wilkins closed down in 1969, I had a tip off from their lorry driver. He and two labourers had been kept on to clear up the yard. I beat the scrap man there by about a day and the engine was mine for £5 (old money!) Then came the task of moving it as it was bolted down to a masonry plinth and had a very long exhaust pipe leading outside it being in a fully enclosed shed.

Some work with a hacksaw dealt with the pipe and surprisingly the securing nuts came undone quite easily. With help from the two labourers (this cost me two pints of bitter that evening!) we slid it up a board into my trailer. On looking back, I wish now I had taken the saw as well - i assume it was broken up.

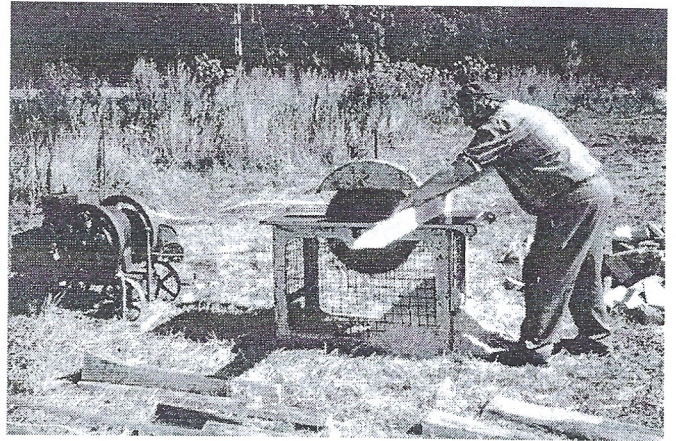
On getting home, where it joined the rest of my collection and looking it over, all seemed to be in pretty good order mechanically, although liberally coated with sawdust and oil. It was not seized but had no compression. After a good clean up it was taken apart and I found the piston rings were fast in the grooves. After a good soak in some paraffin they sprung out just by thumb pressure.

The magneto was taken apart, cleaned and managed to produce quite an acceptable spark for a low tension one. It was all then put back together with a new petrol tank made and fitted. After a few adjustments to the carburettor and needle valve and the usual period of "will it?" - "won't it?" whilst winding the handle, it eventually fired and ran.

I made and mounted it on a four wheel trolley but never painted it - just cleaned it with rags and an old paint brush then rubbed it over with a rag soaked in paraffin & engine oil and that's how it is to this day.

I rallied it extensively at that time with a 2.5 horsepower throttle governed Amanco I then owned. These two engines in company with some five or six others made up the stationary engine section at the second Great Working of Steam Engines at Bushes Road Stourpaine - there being no stationary engine section as such at the first one which only had one Witte dragsaw & an engine driving a small corn mill.

I eventually built up a collection of seven engines comprising three Amancos and one each of Listers D, a 5 HP, a 3HP diesel and a Petter 2.5 HP. but by 1972 the Commercial Vehicle bug had bitten hard and I sold them all except the hit and miss to buy the remains of my Foden lorry which took seven years to rebuild.



The Amanco stayed outside (covered up I hasten to add) being used on my sawbench. Then on moving house it was again put inside where it remained under the workbench for several years until my friend Alan White suggested I resurrect it to drive his sawbench. This was hastily done as the photo shows - so it is now enjoying a new lease of life as we have rallied it and the saw on The Isle of Wight, at Berwick St John and The Three Okefords Rally at Shillingstone. We like to think they make an interesting exhibit in the woodsawing area as a John Farris and son supplied engine and a John Farris and Son made sawbench must be unique.

That's about it. I'm a fairly new club member and unable to get to many meetings, but was at Nunney Catch in December.

War Department?

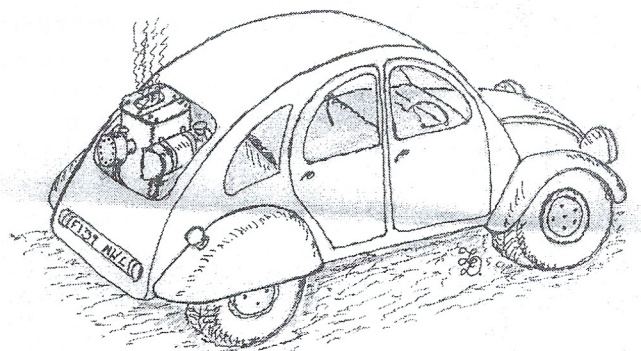
Our June Crank Up at the Old Down Inn falls this year on the anniversary of D-Day. Therefore, to commemorate this important wartime landmark, the committee thought it would be a good opportunity for those of us that have War Department engines - or Jeeps! - to bring them along & give them an airing. If you happen to have a steel bowler or anything else along the lines of 1940's apparel, you might like to shake out the moths & bring it along to add to the occasion. Some wartime songs on an old record player - anything you can think of to add to the theme.

Naturally, this in no way precludes people who don't happen to have a WW2 engine from bringing something else !



Horsepower - a WW1 Douglas generator. Does the drive shaft run right through the horse?

RECYCLING A LISTER 'D' SERIES.



Cartoon - Tony Davis

Citroën 2CV (D)

Calendar of Events for 2007

Jun 6th Event. D-Day evening crankup, Old Down.

June 10th Event. Town & Country Fair, Turnpike Showground, Motcombe nr Shaftsbury. Details 01747 823955

June 9th/10th Event. Wiltshire Agricultural Preservation Group steam & vintage rally, Rainscombe park, Oare nr Marlborough. Stationary engines entries invited. Phone Graham on 07843 583855 or raymondeverlong@blueyonder.co.uk

June 15/17th Event. Lister-Tyndale Rally, Berkeley Castle. Details, 01453 546024

June 23/24th Event. Middlesex Show. Engines wanted, Phone 01494 717071

Jun. 25th Club night. Julian Wood. An illustrated talk on Stirling engines.

July 1st Event. Bristol & SGSEC Club Rally.

June 21/22nd Event. Chilterns Show. Engines wanted. Phone 01494 717071

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

Jul 30th Event. Evening Crank Up, Court Hotel, Chilcompton.

Aug 5th SUNDAY ONLY. Event. Our Annual Rally at Haynes Motor Museum, Sparkford, Yeovil.

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

Aug 20th Club night. No meeting this month.

Sep 2nd Event. Crank up, Venue to be announced. In aid of the Babe Appeal.

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

Sep 24th Club night. A digital presentation on a Vintage Theme. Speaker:- Colin Baker,

Oct 6th Skittles and supper evening at Butler & Tanner, Frome.

Oct 20th Event. Vintage Jumble - Cranmore station.

Oct 29th Club night. An illustrated talk on Narrow Gauge Railways in France and Austria. Speaker:- Roger F. Newman,

Nov 10th Event. Engine Jumble, Enstone Airfield, Oxfordshire. Off the B4022.

Nov 26th Club night. The Life of a Victorian Chimney Sweep. Speaker:- John Sanson

Dec 2nd Event. Crank Up at Nunney Catch

Dec 27th Event. Mince Pie crank up, Old Down Inn.

Worth a try ...

E-Gaskets.co.uk Do a range of Lister-Petter gasket sets. You can find them on the Internet at www.e-gaskets.co.uk or phone them on 01278 722095. They are only in Edington, Somerset.

Happy June Birthdays to our members -
Brian Baker 1st, Andrea Feeney 2nd of June &
Jackie Lambert on the 16th.

Early One Morning

By Eric Gay

At the March club night, I was approached by Nigel Scorse who had driven up from Taunton to invite Wessex SEC members to the Jenny Jeffries' open day, Time was short, so I put it to the members straightaway & had instant support for the trip. The next day – work could wait for two hours! – I phoned around coach companies & had a good offer from Real Coaches of Codford near Warminster. I promptly paid a deposit myself & 29 members supported the trip - a big thank you to you all.

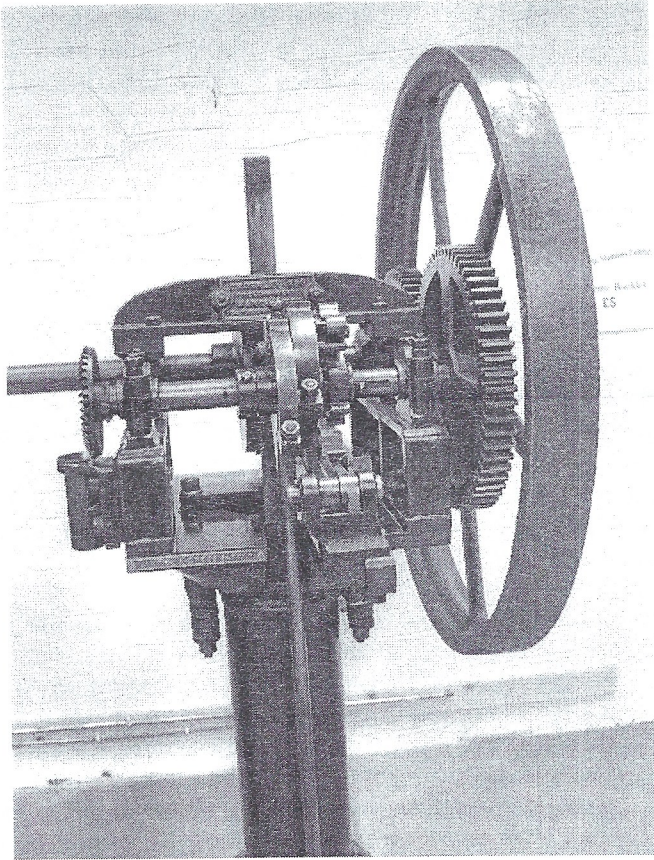
I dragged myself out of bed at 4.30 on Sunday 29th April & thought I'd be there early. But no, when I got to Nunney Catch at 6.00am, most of the happy travelers were already aboard & prompt at 6.30 we were away and headed for sunny Sussex. We had a easy run up, A303 to the M3 then the M23 where we stopped at Fleet services for breakfast. Never again, with £7.40 for four cups of tea and a second mortgage for a bacon roll. By 10.30 we were in Ifield and about to see the finest collection of rare engines most of us had ever seen.

I won't bore you by listing every engine on display, just a few out of a collection that numbers around a hundred. Most of the engines are in running order with a great many up and running on the day. Also, if you wanted to see a particular engine running, you only had to asked. The engine I would have brought home would have been The Brown and May built in Devizes. It ran all day never missing a beat. Being a Petter man, you may ask why not the huge horizontal Petter that was brought back from Africa by the manufacturers to show on their stand at the Royal Show. History does not record why it never made it there, but there it was up and running in the sunshine in Ifield. Maureen said "No, you can't have it, its to big for me to keep clean." I have been wondering when Maureen last cleaned an engine....

Present were a fine collection of variously sized Gardner hot bulb gas engines all set out and running. Next, three Blackstone engines in as new condition and running perfectly. Two hot bulb horizontals and one vertical, the latter one of only 39 ever made. Just to the right of the Blackstones

stood an Australian Ballarat Star open crank frame engine, also running like a posh watch.

My good friend John Bullock tried his best to load the large Durbridge open crank on to the bus, but could not find room for it. This engine was built in Stroud and John lived in that area for some years and knew where the old Durbridge Works stood.



Jenny has an original vertical Otto atmospheric engine & this is a sight to be seen, quite unlike later engines. There is no crankshaft and the inverted piston drives a rack up past a ratchet that locks when the piston reaches the top of the stroke, the weight of the falling piston & rack turning the flywheel. Replicas are available, there was one there on view & all for the paltry sum of £35,000.

There was also a barn full of old tractors - much to the delight of Paul Allen. Paul found a part he'd been hunting for on one of the stalls, but the biggest smile of the day was on the face of William Rodgers who bought a very nice Ruston Hornsby single flywheel IP engine. This was the best of the bunch of engines for sale, some more derelict than others. The Ruston is complete & only needs the incorrect magneto changing & I'm sure it won't be long before we see it at a crank up.

I wish I'd known at the Services, but when we arrived, breakfast was laid on with tea and biscuits, hot sausages in bread rolls, sandwiches, sausage rolls etc. At lunch time there were hot pasties, baked potatoes with a choice of fillings, sausages, bread rolls, tea, coffee, soft drinks and cake of many different varieties. To top off this most welcome array, a meringue with fresh strawberries. It was

hospitality of the best sort & I've written to Jenny thanking her for her fabulous generosity.

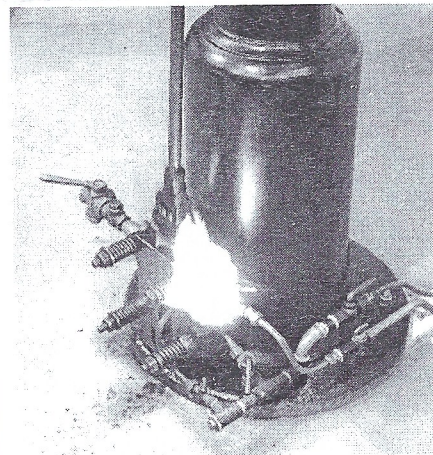
Just after lunch, a Walsh and Dark internal combustion engined ploughing engine was started & driven. It is like a steam ploughing engine without the steam and quite a handful to start and to drive.

The best of days come to an end, more than one of us reluctant to climb back on the coach. For me it was one last look round the barn with the Otto running and the fabulous display of model engines, with a very nice 1/4" scale model New Holland for sale. I could have bought this for a cool £2,000, but I could not force my wallet open wide enough.

It was around 3.00pm when we boarded the coach for our homeward trip, a day full of happy memories and good company. My thanks to all those Wessex members that supported the trip I organized and I know that all of you that traveled with me would want me to thank Jenny and all the helpers that make the open day possible.

Editor's

note - Here are three photos of Otto-Crossley free piston engines at the Anson Museum. This is the style of engine Eric refers to in his article. Far left, the flywheel and valve operation. Left, the ignition flame is seen



escaping the door at the foot of the cylinder. Below, another of these antique engines being brought to life. They were first built in 1869 by Otto - Langen and the last of the Crossley-built versions were delivered by 1877. They were the first practical internal combustion engines, less than 1,300 being built.

In 1876, Otto developed the four stroke version, promptly licensed by the Crossley Brothers, rendering all atmospheric engines obsolete overnight.

