



CRANKING

May
2008
Thirty first year
of publication
www.wessex-sec.co.uk

The Wessex Stationary Engine Club's monthly newsletter

From the Sump

One occasionally sees unusual and large engines at events. The three cylinder Vickers-Petter that turns up from time to time, the massive blue Gardner 13HF & the Ruston VC4 four cylinder. All permanently lorry mounted and they must cost a fortune to drag about the place. There are others: the Maybach Tiger tank engine that I saw in a couple of locations last year – although I understand that it may have been wrongly identified and is in fact a 46.3 litre V12 diesel type SS Isotta Fraschini – an Italian tank engine. Peter Grieve has at least one trailer mounted Merlin engine that is fully operational – and a very impressive beast it is too. His mate has an Alvis Leonides radial in similar condition. We all like to see these things but in my experience you only discover they are present at an event when you've got there! This newsletter reaches a lot of odd corners of the hobby and I thought it would be worthwhile mentioning that if more of a noise was made about where one might expect to see these real labours of love, more people would go and see them. I'm sure I would.

Our visit to the Avon Valley Railway is on 31st May, a Saturday. We still have a few places left so if you would like to come along and bring a small to medium sized engine, please let me know.

Last year, our crank up in early June fell on the sixth – D-Day of course. I mentioned this & quite a few people turned up with military stuff & if you have a military generator, pump etc that you'd like to bring along, (Wednesday 4th this year), so much the better BUT please don't let this stop you bringing an engine that isn't so related!

Our annual rally is at Haynes Motor Museum at Sparkford on 14/15th June. Application forms went out last month, so don't forget to get yours in the post to Arthur Smith with an SAE for your Rally Pass. We are expecting a good turn out for this once a year event, so do come along if you can.

The other day I came across a man with a trailer with a puncture. I know it did, I followed him for a couple of miles along the M4 at between fifty & sixty! It took a lot of horn blowing & light flashing to get his attention by which time the tyre was – erm – broken. Use your mirror

Moving the Metal

For sale

Lister D, shaft drive mag, running order. £75.

Lister A, 1925 single flywheel type, caged valves, original Lister water tank & 3 way tap. Trolley a bit rough but all wheels & ironwork present. Ready to rally! £340. Both, phone Eric on 01225 754374

Trailer, 4'x3'x2'3" high. Wood sides, good condition & ready to tow away. Camp or engine - £75.

Phone Phil on 0117 9324345

Trailer, 5'x3'. Tailboard, ramp, winch etc. Professional trailer manufacturer & made especially for stationary engine. Two spare wheels. £125 OVNO. Phone Tony after 8pm on 01373 465189

ATCO Ride on Lawn Mower. Free to a good home. Phone Ken on 01373 826265 (Near Frome)

Lister D, On wooden trolley with rubber wheels, complete, runs well, needs sprucing up: £80

Petter AS, 3HP, 1500RPM, no trolley, complete, overhauled, runs, painted green hammerite: £45

ONAN O5AJ-224PM. 28 volt 500 watt generator set in cradle. Matt green, meters, runs fine: £80

Compressor, small single cylinder, V belt drive, pressure gauge: £20

Iron wheels, qty 8 (one broken), with axles, for engine trolleys £20 (*All in Shepton Mallet area*)

All above, phone Richard on 01749 343876

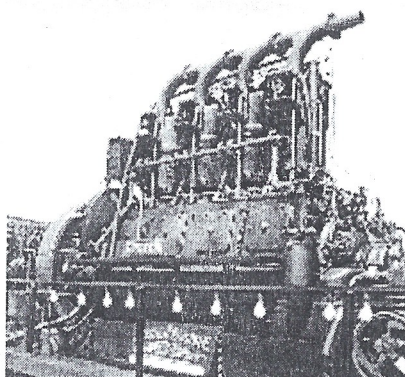
WANTED Oil filler/drainer for **Ruston PB 1.5hp**.

Phone Richard Gill 01934 517322

"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



The big
Ruston VC4
engine seen
at the Lister
Tyndale rally
in 2003

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.

Featured Engine No. 16

Enfield two stroke flat twins - by Kim Siddorn

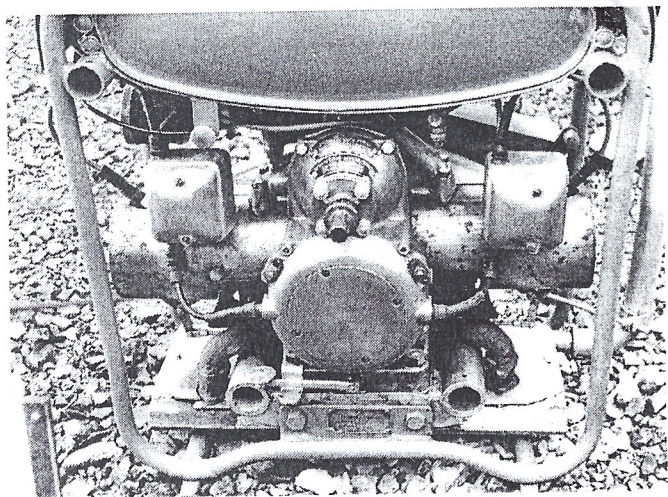
Just before WW2, the Ministry of War Production were searching for designs of engine to power generators, pumps etc. It was important that they that could be made cheaply, run for extended periods and be cared for by young men who knew nothing whatever about mechanical devices and cared less. There were a wide variety of agricultural stationary engines in production, but almost all were heavy and designed to last for decades with wide, large diameter bearing surfaces that would survive low grade oiling at negligible pressures as long as copious quantities were available. Industrial engines were usually developed models of an agricultural original or land-based versions of sea going types. Marine engines were similarly heavy & whilst of much higher output, they needed a degree of specialist care that no-one could really expect of a squaddie from the middle years of the last century!

There were various specialist units developed during the 1930's - many of them featured in this series - which were made for a very specific job and resulted in a very lightweight, low output unit designed to be carried into forward positions or buried deep inside an aircraft. As war loomed, it was realised very late in the day that there was going to be a need for internal combustion engined power for a startling number of reasons and in out of the way places from Arabian desert to Arctic waste.

Two strokes were seen as a simple option but the real bugbear was the universally accepted method of lubrication we call petrol. A post war report on the use and abuse of engines in war service mentioned the large numbers that failed in service because the man detailed to care for the generator had failed to mix the oil with the Petrol with the inevitable result of a seizure at best and a blow up at worst. It seems very odd to us, a generation brought up with their hands inside engines and oil in their hair, but it was certainly the case, acknowledged and frustratingly common. Of course, it may be the case (and it was!) that lubrication might be ignored deliberately if it meant the soldier could retire early to his pit when the engine blew up!

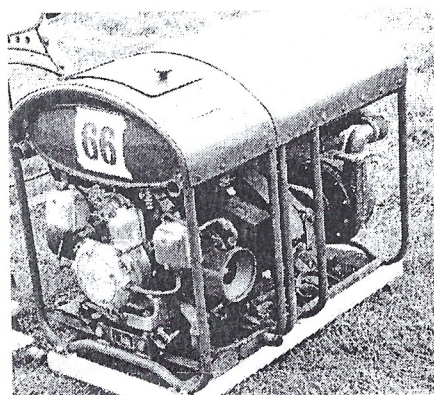
Although Velocettes had been using pumped oil lubrication on their GTP models with entire success for a couple of decades, the military mind thought it was too complicated and likely to go wrong despite millions of road miles to the contrary.

The Enfield flat twin two stroke has survived in some numbers and is often seen at events - Tony Davis has one & I too have a couple tucked away. Like all two strokes of this configuration (Maytag, Johnson, Villiers et al and the more modern Weslake target drone engines) they all fire both cylinders together and this is their Achilles Heel. Before the advent of rare earth magnets, it was hard to produce a flywheel with magnets powerful enough to provide sufficient voltage at low RPM to fire the coil. Add in



fifty or sixty years of neglect at the back of damp workshops, the slow decay of insulation and oxidization of points & it is perhaps surprising that any of them run at all.

In the case of Enfields, two solutions were used at various times. A double ended coil was used & a modern(ish) Citroen 2CV HT coil can be fitted as replacements. In the other version, a simple LT coil was fitted inside the flywheel & this fired two separately-boxed HT coils. The latter was more reliable & not as highly stressed as the double ended type. For interest's sake, I mention that the spark runs from earth electrode to the centre on one plug and in the other direction on the other cylinder. A frugally-minded owner could theoretically make his plugs last longer by swapping them from time to time.



Both 250 and 350cc capacities were used in various applications. The Enfield unit was to be found in the Kerrison Predictor generator and another use was in a special unit made for

the Air Ministry in a frame where it drove both a 24 Volt dynamo and a 440 Volt Alternator & was used for testing aircraft electrical systems without firing up the main engines.

A modular unit was also built & the engine in its frame was designed to be clipped onto another frame carrying a pump, dynamo or other device & you can see one of these in the second photo. Note the curiously curved rail frame: these frames make a lot more sense when you know that they were intended to fit in a standard parachute drop container. The one which Tony Davis restored with Jonathan is one of these & you can see its pale blue form at Wessex events from time to time.

Calendar of Events for 2008

May 31st. **Event.** Saturday crank up at Bitton Station
 June 4th. **Event.** Wednesday Evening. **D-Day Crank Up** at The Old Down Inn. Military stuff preferred!
 June 14/15th. **Event.** Two day WSEC Rally at the Haynes Motor Museum, Sparkford nr Yeovil.
 June 21/22nd. **Event.** 1000 Engine Rally, Astle Park
 Contact Mr M.E.Banks 01538 755844
 June 30th **Club night** Guest Speaker:- Rob Armstrong, An Illustrated Talk "Cleaning Up Ranskill"
 July 6th. **Event.** Bristol & SGSEC annual rally, Contact Mr Williams 01454 413647
 July 28th. **Event.** Evening Crank Up at The Court Hotel, Chilcompton.
 Aug 3rd (only) **Event.** Sodbury Sort out at Wroughton Classic car show. Phone 01454 323109.
 AUGUST 18th. No Meeting
 AUGUST 31st. No Meeting
 Sept 14th. **Coach trip** to the Black Country Museum.
 Sept 20/21st. **Event.** Vintage gathering at Lillypool Farm, Shipham, Nr Cheddar. Engines sought
 Phone Colin for details 01934 743411
 Sept 29th **Club night** Guest Speaker:- Colin Baker. A digital presentation on a vintage theme.
 Oct 4th. Skittles & supper evening at Butler & Tanner, Frome.
 Oct 18th. **Event.** Wessex Winter Sort out at Cranmore railway station yard.
 Oct 27th. **Club night** Guest Speaker:- Mike Rowland. An illustrated talk on The Clifton Suspension Bridge.
 Nov. 8th. **Event.** Enstone Sortout. Enstone airfield, Oxfordshire. Bookings, 01367 810415
 Nov 24th. **Club night** Guest Speaker:- Tony Scammells. Talk entitled "Just a little something".
 Dec 7th. **Event.** Winter Crankup at Nunney Catch.
 Dec 27th. **Event.** Mince Pie Crankup at the Old Down Inn. ALL DATES ARE SUBJECT TO ALTERATION.

Chairman's Report

It was standing room only at the Old Down Inn on Monday April 28th, when we were entertained by guest speaker Richard Harris, giving his illustrated talk on BBC Outside Broadcasting Vehicles. Richard, who is a club member by the way, had all his material on disc, to show this he borrowed Colin Baker's digital projector and big screen, thank you Colin for helping out. Richard certainly knew all the facts and figures of the early days of outside broadcasting, and the early films of the old vehicles that were in use were interesting in the extreme. One of the vehicles even had a 20 mph sticker on the back, this was the speed limit then for any vehicle over three tons, imagine that today with the massive juggernauts on the roads. This was a brilliant presentation by Richard who spoke without hesitation or from notes on a subject he had obviously well researched. The talk covered the early days of black and white broadcasting to the introduction of colour. Richard has said he can then do another talk on the same subject but embracing colour television, so watch this space next year and make sure you do not

miss his talk. A couple of our club events are imminent, on June 4th it is the annual crank-up at the Court Hotel, Chilcompton, and on June 14/15th it is our annual rally at Haynes Motor Museum at Sparkford. This time of the year it is inevitable that our events will clash with events from other clubs. I can only appeal to your sense of loyalty and attend the events that the committee have worked hard to organise for your benefit. It was certainly a shock to hear about the closure of the Frome printers Butler and Tanner, now in the hands of the official receiver. This is where we have our annual social evening and skittle match in October, we have already paid the fee of £40 for the hire of the alley. We do not know at this stage if we have lost this money or not, Robin and Jackie who live in Frome are monitoring the situation. The immediate concern at the moment is to find another venue, as we do not want to cancel this very popular event in the calendar. If any member knows of a suitable venue, a skittle alley with seating area incorporated please let me, or any committee member know. In the March newsletter Kim published the names and phone numbers of this years committee – well he got mine wrong (*sorry!* - *ed*), my phone number was listed as the same as Robin's. My correct number is – 01749- 342671. If you have any queries whatsoever on club matters, or any advice on engines, do not hesitate to give me a call. That's all folks.

Social News

We'd like to mention: -

To **Hazel & Kim Siddorn**, on May 10th at 6.00pm, the birth of our first Grandchild, Jack.

A letter received by e-mail

I am a new member of Wessex Stationary Engine Club and, indeed, a newcomer to the world of stationary engines, I find it a lot more interesting looking at engines accompanied by a sheet with a few details on it regarding age, original use, past history, horse power etc. Anything better than an engine just sitting on the ground, running or not! I think this would increase interest among the general public attending these shows.

A good example was the recent do at Nunney, although mainly a club members meeting, only a few engines had descriptions. I suggest A4 size as it could contain enough detail and is easily encapsulated. Alan Chilcott, (Dot Watts partner.)

Black Country Museum Coach Trip Sept14th

Please don't leave booking this until the last moment as over a third of the available seats have been sold in a fortnight! Please note that the £10 we are asking at time of booking only secures your seat on the coach. Entry is advertised at £11.95 for Adult, £9.75 for Senior Citizen Children 5-18 £6.50. We will ask about discounts for coach parties in due course – more news as it happens!

Jenny Jefferies Collection Trip

By Eric Gay

It was late afternoon one Saturday 29th of March when the phone rang & on the end of the line was Nigel Scorse, "How would you like to come up to Jennies again?" Well, I did not have to be asked twice, but it gave my very little time to make all the arrangements as the open day was the 20th of April. I had to get a coach and then talk to members and try to fill the seats, so Monday I took the day off work (Poor Old Chap don't do A Lot Now) so that did not matter. First job ring coach company and hope they were not fully booked. I am limited to the numbers I can take, so it has to be a 29 seater maximum and at short notice I was worried that I was not going to be lucky with "Real Coaches" the firm I used last year. My luck was in as the coach is generally booked each weekend. It took three calls to them in the end but all was well.

Next, ring Nunney Catch Café to arrange parking for the Sunday, that was fine. Now as luck would have it we had a Club meeting on the Monday night, and alas I had to take bookings on a first come first served basis. To all the club members I could not take, I may get another invitation next year & if so, I will do my best to arrange another trip. We left Nunney at 7-0 clock and after a short stop for we poor old souls that need to have a stop, we arrived at around 10-45 to spend a day seeing a collection of engines that you will not see anywhere else along with the most wonderful hospitality any one could dream of.

To Jenny and all her helpers I can only say Thank You so much, for a wonderful day From Myself and all the members of the Wessex Stationary Engine Club.

A follow up from Tony Davis

our Senior Citizen Reporter.

Thanks to Eric Gay for organizing our club outing to Jenny Jefferies on Sunday 20th April. We went with a full coach and all had a super day out in fine weather with as much food and drink as we could eat all day.

I don't know if all the party were aware of the happenings at nearby Gatwick Airport when they had a security alert at one of the main entrances. Four suspicious looking females were spotted by the security cameras and onto the airfield very close to the apron where planes line up to take off. They looked very suspicious and one carried a large backpack that might have contained bomb making materials. Airport security swung into action and the four were swiftly escorted off the premises. It seems all they wanted was to be body searched and taken back up the road in a Police van. They must have been traumatized by the whole affair as they finished the day huddled together on the only seat available. Apart from this little episode, we had a grand day out & all hope to do it again next year.

Mells Daffodil Day on Easter Monday

By Robin Lambert

Extremely early this year Easter Monday once again at Mells saw thousands of people congregate at this event. On Sunday Fred, Tony and myself set up the Stationary Engine area and the snowflakes began to fall, not a very encouraging sign for things to come I thought. However, as all who attended on Monday know, the weather stayed dry - but what bitter chill wind.

Around 68 exhibits were on display in the Stationary Engine section. Many had been a labour of love during the long dark winter months and were on view for the first time. This included Hazel & Gerald's huge trailer mounted organ, what an excellent exhibit with just a few little jobs to complete, this giant "music box" performed wonderfully all day and I had the privilege of providing the power supply from our Stuart Generator.

Another popular exhibit was Paul Chant's milling display that was grinding several types of grain and depositing them in bags so the public and children could actually handle their breakfast in its raw state. This year saw some rarer and unusual engines on display, some brought by visiting clubs that we were pleased to have at our event.

Dotted around the field were the usual vintage cars, lorries, motorbikes, and tractors. I counted about eight food vans around the fairground area and they all seemed to be doing brisk business. There were also other vans in the High St & I am told at midday it was almost impossible to walk down the road owing to so many people viewing all the stalls.

I have had a chat with the organisers and they were very pleased with the support from our club and I know the giant car park in our field was almost full up. They had two more around the village, one of which was busing visitors to the event. So, all in all, I hope you all enjoyed your day out and thank you for supporting this show and putting up with the bitter cold wind. All being well we hope to be there again next year when Easter will be a few weeks later and maybe warmer.

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A strange thing happened at Nunney Catch Crank Up on Sunday. Christine Rogers was walking around with eleven years worth of WSEC newsletters all nicely placed in several catalogued binders. Club member Joe Davies had just given them to her and he was given them by a friend who had found them at a car boot sale in CUMBRIA & knew Joe was a Wessex member! There must be a moral somewhere about this happening, but I cannot think of one. Strange to know how our club news reaches such far places and even stranger that it found its way back home.

Robin