

# CRANKING

*The Wessex Stationary Engine Club's Monthly Newsletter*

Nov 2014  
37 years of publication!

**MUST SEE**

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## From The Sump

For some years, it has been the custom of the WSEC Ltd to give money to charity as a proportion of our nett income from the rally gate takings.

I raised the point at committee this month that the Executive Committee – made up of the club's Directors - had never sought a mandate from the membership for this generosity and we might well be seen to be in ultra vires (exceeding our authority) if we were to raise such sums again and distribute part of them in this manner without consultation.

I put it to my fellow Directors that it would only be common sense for us to ask you, the membership, for your vote.

There was some discussion about how this might best be achieved. Some thought an agenda question at the AGM would do the job, but we have a very widely scattered membership and, whilst this would be a course of action that would address the issue, I thought that it would be better to request our members to complete a simple voting paper, the better to enfranchise the whole membership. This was passed unanimously.

To this end, you will find within a simple questionnaire and, as this amounts to a referendum of our paid up Adult members, your decision will be binding upon us as your representatives until rescinded by a similar referendum.

We ask that you give the matter some careful thought before voting. As I always say, charity begins at home and whilst the club is in a very healthy financial position at this time, it is largely due to our income from our annual rally. This has allowed us to – for instance – continue to send the newsletter to you all and to do so without raising the subs as so many similar organisations are forced to do year upon year.

It is true that we raise money in other smaller ways like our twice annual sales at Cranmore, income from raffles at club night etc. These are useful of course, but will not come anywhere near the amounts we spend on stamps and printing in a year.

This is a matter for us all and I hope we can urge you to give this important question your earnest consideration, find a second class stamp – no need for an envelope unless you want to – and return your vote by December 15<sup>th</sup> as we would like to get this done and dusted before the onslaught of the Christmas post is upon the Royal Mail in its usual inundation.

## Moving the Metal For sale

**Lister A**, 1925. Single flywheel, on a lister trolley.  
Full working order. £350.00. [Phone 01458 210929](tel:01458210929)

**Petter M**. 1934, Apple top, 4hp. On a trolley driving a generator and complete with Lighting board.

**Ruston Hornsby** 1.5hp. PB6, Choice of two. One on a trolley, t'her not. Never had them running, barn find condition.

**International Harvester Co.** LA engine, needs TLC! No trolley, barn find condition.

**EMCO Lathe**, 5". With milling attachment. Loads of tools and kit, very good condition.

All open to offers.

[Phone Phil Coombs, Girney Slade. 01749 841220](tel:01749841220)

**A large collection** of about 40 old milk bottles all with dairy names on them. Suit someone with a dairy based rally exhibit or collection. No reasonable offer refused. Proceeds to Radstock Museum. Buyer collects from Midsomer Norton.  
[Phone Tom Randall 01761 418926](tel:01761418926) or email [tom.ramall@dsl.pipex.com](mailto:tom.ramall@dsl.pipex.com).

**Big slate charging panel** four foot tall, three feet wide, instruments, rheostats etc. All original and unmolested £250 or near offer.

**JAP Vee twin**, model unknown but likely to be a railcar engine. **No numbers/letters in the usual places!** Base Mounted. Circa early 20's. Probably never run as there is golden oil in the crankcase, all bolt heads are untouched and there is no carbon in the exhaust ports. Complete with exhaust fir cones, brass carb and square bodied ML magneto. Air corrosion only. Turns freely. Serious offers for a serious bit of kit and I'm looking for at least £1,500. Best offer secures it, the only one known! Photos available by email (below).

[Phone Kim, number below,](tel:01458210929)

## Suppliers

### Recommended Bearing Supplier – very helpful!

Solent Bearings, Unit 20&21, Test Valley Business Centre, Test Lane, Nursling, Southampton, SO16 9JW  
[Phone - 02380 667100.](tel:02380667100) [www.solent-bearings.co.uk](http://www.solent-bearings.co.uk)

### Fuel Tanks and Crank Guards made.

Tel John Hedges 01635-268359 or 07831-410473 (Newbury Area). Robin Says – "I have known John for over 30 years and he is a good engineer. He has sold all his engines and thought he would have a go at Tanks & guards and is doing quite well, "

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

[Phone - 0117 964 6818](tel:01179646818)

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 Engineer Number 6

**Edward Turner - 24 Jan 1901 – 15 Aug 1973**

*Motorcycle designer and visionary engineer*

*From Internet Research*

He was born in Camberwell in the London Borough of Southwark, on the day King Edward VII was proclaimed King. In 1915, Turner had his first ride on a motorcycle, a Light Tourist New Imperial.

On April 16 1925 "The Motor Cycle" published drawings by Edward Turner of an OHC single he had designed, using a series of vertically stacked gears to drive the overhead camshaft. A subsequent redesign used bevel gears to drive a vertical camshaft, operating the valves through rockers. The only shared aspects of the two designs were the bore and stroke, 74 x 81 mm, with the barrel being sunk into the crankcases. The head could be removed from either design complete with undisturbed valve gear.

Turner built his first bike in 1927, using his second design, a 350 cc OHC single. The Motor Cycle published a photograph of Edward Turner's patented engine, mounted in his motorcycle called the Turner Special. It used Webb forks, and a three-speed Sturmey-Archer gearbox.

He conceived the Square Four engine in 1928. At this time he was looking for work, showing drawings of his engine design to motorcycle manufacturers. The engine was essentially a pair of 'across frame' OHC parallel twins joined by their geared central flywheels, with a one-piece four-cylinder block and one piece head. The idea for the engine was rejected by BSA, but adopted by Ariel. Edward Turner was then invited by Jack Sangster to join Ariel.

By 1929, at Ariel, Jack Sangster had Edward Turner and Bert Hopwood working under Val Page in design. Edward Turner, now 28, married Edith Webley.

The first Ariel Square Four 4F was shown at the Olympia Motorcycle Show in 1930 in chain-driven overhead camshaft 500 cc form and released the 600 cc Square Four in 1931.

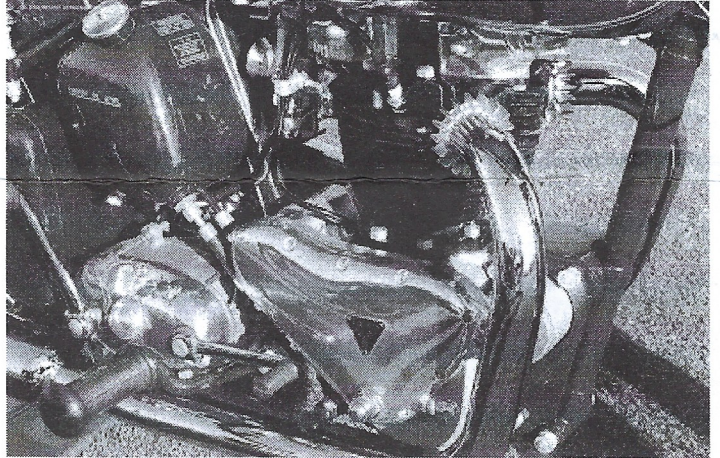
The 40-year old Val Page, formerly a designer for JAP, and more lately Ariel (where he was Edward Turner's boss), gave up on Ariel in 1932, and joined Triumph. (Ariel had closed in 1930 but was reconstituted in 1931–32).

In 1936 Triumph decided to create separate motorcycle and car companies, and sell the motorcycle company. Ariel owner, Jack Sangster, bought it and changed the name to Triumph Engineering Company. The Ariel Square Four changed from the 4F 600 cc OHC version to the 4G OHV 995 cc version that year.

Sangster made Edward Turner, now 35, General Manager and Chief Designer. (In this new position Turner received a 5% commission on the companies net profits, and became a shareholder with 4.9% of the equity). The first thing he did was clear space on the production floor for an office and an adjoining drawing office. Val Page had left

Triumph four months before and joined BSA. Bert Hopwood came to Triumph as Turner's Design Assistant. Ted Crabtree, who was also at Ariel before, became Chief Buyer, and Freddie Clarke was made Chief Development Engineer. Both were motorcycle racers.

Turner examined the line of 250, 350 (3H) and 500 cc Mk 5 singles, and rationalised them into three sports roadsters: the Tigers 70, 80, and 90. He added single-tube loop frames, enclosed valve gear, upswept exhausts, polished cases, new paint designs, and chrome petrol tanks.



In July 1937 Turner introduced the 500 cc Speed Twin, selling at £75. It was smaller and weighed five pounds less than the £70 Tiger 90, and proved very successful. The 5T Speed Twin (some say based on the engine design of Turner's Riley Nine car) became the standard by which other twins were judged, and its descendants continued in production until the 1980s. The original 27 bhp parallel-twin was capable of exceeding 90 mph and weighed 361 lb.

Edward Turner's wife Edith died in a car crash near Coventry in 1939.

Turner's "sprung hub" was supposed to go into production in 1941, adding 17 lb to the weight of a bike. But the war delayed its introduction until 1948.

In 1942 Turner designed a generator, using an all-alloy Triumph vertical twin engine, for the Air Ministry. After a heated disagreement with Jack Sangster, Turner quit his position at Triumph and promptly became chief designer at BSA, where he worked on a side-valve vertical twin for the War. Bert Hopwood was made Triumph's new designer and Sangster put him to work on a 500 cc side-valve twin competing for the same contract.

By 1943 Bert Hopwood completed the design, but it was never produced. Triumph's prototypes were released in February, before BSA's planned launch. The design later became the post-war TRW model. In late October, Edward Turner went back to Triumph. Hopwood had been working on a design for a 700 cc inline four-cylinder engine that could produce 50 bhp, but Turner's return to Triumph put an end to that plan.

Edward Turner was Managing Director once again by 1944. *Continues next month.*



### Calendar of Events

key. CN = Club Night. E = Event

Dec No Club Night.

Dec 8<sup>th</sup>. **Wessex Christmas Party** at the Court Hotel

**Anti-Freeze Crank up** – cannot find a Sunday venue this close to Christmas. Sorry, we tried!

Dec 27<sup>th</sup> Sun. **Mince Pie Crank-Up** at The Court Hotel.

*This events calendar is prepared by the editor based upon the Wessex SEC calendar*

### Social News

This month by Earwig And Eric!

Feedback from a lot of visitors to the Clubs Vintage Jumble is that it was one of the best we have held for a long time and very much enjoyed by all who attended, I am told a lot of the credit should go to the Clubs Advertising Department based at Wookey, Well done J and B.

*And from Eric*

I learned just a few days ago that Tony Davis is unwell I am sure that like me you will want to wish Tony a speedy recovery and we all hope to see you back with us at our evening meetings at the Court.

Jackie Coles, our secretary has been in hospital for an operation and is now back at home. Jackie is still in a great deal of pain and again I know that along with me and the committee you will all wish her a speedy recovery.

### Chairman's Report

By Eric Gay

On the 16th of October Brian Verrell & myself presented a cheque to the Children's Hospice South West (CHSW), at the opening of their new retail outlet in Trowbridge. Some members may not know why the Wessex sec., picked the CHSW as its chosen charity. This all started many years ago when Tony Davis ran an event at Camerton Nr. Bath, I attended this event and later Tony asked if the club could help the Hospice, we did in a small way for a few years. Then we decided to run a proper annual rally again at Semington, myself and Brian Verrell had connections with the Hospice, Brian with a family member being cared for by them. I had visited Charlton Farm, the Hospice near Bristol. When I was asked to become chairman of The Wessex Midsummer Vintage Gathering, I said yes on the understanding that, if the event made a profit, then the CHSW, the club would make a donation to CHSW-and this we have always done.

There was another question last month about why the committee had not to date published the fact that a payment was made to the Hospice. We cannot make a decision about a donation until all the WMSG invoices had been cleared and this only happened early in October. The sub committee made a recommendation to the Executive Committee and the donation of £1,010

was duly made, leaving the club with a clear profit of £2,500. The extra £10 came from direct public donations to the CHSW.

I feel very proud to be a part of the effort put into raising this amount for the Hospice, but also helping the club so as we can give the members something back - such as the Christmas Party this year! Remember it's free entry, free food and free entertainment and good company Over thirty Wessex members have said they are coming, an event not to be missed – come along and join in, everyone else will be there!. Just give me a ring if you would like to be with us on December 8<sup>th</sup>, 7-30 for 8.00 onwards. (Fourth mention, BTW).

Now it is that time of year when the committee turns its thoughts to setting out an event's diary for the coming year, and this is now coming together with some new items for 2015. I have been unable to find venue for our Anti Freeze Crank Up, I have two offers but they cannot accommodate us on a Sunday only on a Saturday and the feed back I have on this from members has not been encouraging. So if any one knows of a venue that may be availed please let me know very quickly.

### Mells Daffodil Day

By Eric Gay

I have been in contact with the organiser I am pleased to be able to tell you all that the Daffodil Day one day (Easter Monday) event will take place in 2015. The show will be on the Village Playing Field, a new site for us. This is a nice flat area and I have been assured that we will be most welcome, not only with engines but any other interesting exhibit you may like to bring along.

Engines that can easily be moved will be welcomed into the main ring so that members of the general public can take a close look at our restoration and can be told about the workings of the exhibit.

An important point is that Robin can no longer run this event, so we need help. It is not that demanding, around 20 non-member entries to send out, all the rest go out with our news letter or get distributed at club meetings. The work on the day will be just a case of marshalling exhibitors into place and help with staking and roping.

Over the years, this event has been given great support by our member's and invited guests. It would be a great shame to loose this event for the sake of a little help so please if you can spare a few hours to help, please do.

**Phone me on 01225 754374.**

### NEW EVENT

#### West Wilts Country Park

I am now happy to be able to tell you all that I have arranged a completely new Event for us to attend and exhibit. This will be at The West Wilts Country Park on Sunday April 19<sup>th</sup>.



Full facilities are on site, Bar, Carvery, Toilets, Water ect. and you will be on hard standing. The Country Park is on the A350 just on the Trowbridge side of Westbury and near the old cement factory,

There is a golf course, fishing lake, The West Wilts Society of Model Engineering, and a model aircraft flying field. It is beneath below the famous Westbury White Horse with great views across to the hills. So please put this date in your calendar and support this new club Event. Karen and myself have done a great deal of work to arrange this new venue, so please help us to make it a great success.

### **On The Move Again**

By Robin Lambert

Last year for the first time we exhibited at the Essex County Show and enjoyed it so much we thought we would give it a go again this year. Situated on a purpose built show ground adjoining a farm park and craft village its location is close to Billericay and just a few miles off the M25 on the road to Southend. Although a two day event 13 & 14 Sept you could move onto site on Thursday and move out on the following Monday and with four days on site we never looked at all that was on display. With Eight Car and Camping Parks it must have been a Major Operation to manage as the fine sunny weather brought the Public in by the thousands

The craft village here has over 60 outlets to explore, plenty of reasonably priced food outlets. A farm park and miniature railway For big and little kids, it did for me resemble Shepton Mallet Show but with a huge vintage theme. The S.E section had around 80 engines on display with some fine exhibits that we don't get the chance to see in our area and what struck me as strange was the absence of auto jumble stalls, but all was not lost as most exhibitors had bits for sale by their engines. Some may disagree with this, but if you find the bit you are looking for, what can you say?

The S.E. Line was moved this year to a different location - much better I thought, with parking to the rear of your exhibits and in a very busy public viewing area.

Ring events took place from 10-30 to 4pm in two rings on both days with entertainment ranging from giant trucks climbing over cars, Birds of Prey flying and modern farming displays. Scattered around the fields were stalls selling tools, plants, cars, farm machinery and even an Undertaker plying his trade!!

Around 60 Steam Miniatures were here ranging from 22 to 62 inch scale. I do look in awe at the skills that went into making such fine machines. With just a quick flip through the programme on site were 26 full size steamers, 30 heavy horse, 150 vintage cars, 60 Motorbikes, 70 old tractors, Two huge craft marquees and so much more - and the site owner came around to shake hands and thank all Exhibitors for supporting the Show. To sum up, well worth the long journey

### **Wessex Heavy Horse Show & Country Fair**

By Herb Gane.

Sunday 28<sup>th</sup> September sees Wendy and me leaving Wells on what looks to be a fine day. We took the scenic route via Bruton arriving at about 8.30, but we are not the first as Rob and Jackie Lambert are already setting up the engine enclosure at the Shaftesbury Show Ground. Soon about 20 engines are in place. We are greeted and made welcome by Mike Horler, one of the organisers of the show.

The show is the last of the year and judges various classes of heavy horses to find the champions of each class. There were many breeds of horses- Clydesdales, Suffolk Punch, Shire and also some I had not heard of before such as Percheron and Ardennes.

There were two rings with non-stop events. Dog training, horse driving, pony clubs and the best heavy horses you could get anywhere in the world, with their beautiful harnesses and brasses glittering in the sun. The show was also well supported by various trade stands and stalls with something for everyone.

On top of all this there were the stationary engines with Listers, Amanco, Bamfords, Wolseys, Ingeco and a Fairbanks Bulldog (That's my engine and I'm pleased to say it ran well all day!). I was chatting to Rob and Jackie Lambert who had their hot air engine, when out of the sun haze appeared our club chairman Eric, with Maureen and daughter Katherine making their first visit to the show- Katherine being very keen on horses.

To add to this there was a good gathering of classic cars of every make from a Morris 1000 to Liz and Arthur's Ford Mustang. There were about 50 cars in total plus commercial vehicles - good old British makes such as A.E.C , Commer, Atkinson, Bedford and Ford. It was good to see also an old Bedford coach and a Bristol Bus, not forgetting a lawn mower and an old grey Fergi tractor.

These vehicles went around the ring twice during the day accompanied by a very clear commentary by Mike Horler, who was a pleasure to listen to. The day ended all too soon at 4.30 and a good was had by all!

#### **A Special Day Out by Eric Gay**

I am also a member of the West Wilts Model Engineering Society. We meet every Friday at the club's site at Westbury, with club house, small work shop, around 300mtr of rail track, toilets tea and coffee etc. One evening in the summer, we entertained some very special people The Children of Chenoval (you must remember 28 years ago in Russia when the nuclear power station went bang) The children still suffer and die to this day and a local charity each year brings some of the children to sunny Wiltshire for a holiday and to help them in other ways as well.

We gave them all train rides, model steam and diesel plus a BBQ at lunch time. Most had a go at driving the Diesel. The children had a great time and it was all very enjoyable.