

# CRANKING

October  
2007  
Thirtieth 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

I'm writing this at the end of September as, it being our fortieth wedding anniversary this year, Hazel and I are driving from San Diego to Boston the pretty way & are spending a month doing it.

Continuing my Wroughton saga from last month, I really wanted to see the Napier Nomad they have there. This fascinating engine, a flat twelve sleeve valve two stroke Diesel compounded with an axial flow gas turbine & compressor was conceived in good time but born too late, development running from '42 until '55. Although I persuaded them to let me walk along the back of the L1 hanger and have a good stare at the gas turbines they have hidden there (20ish, I suppose) it was neither in L1 or D4 with the Lockheed Super Constellation. Eventually, a senior man was found who knew where it was: in L3 where even the staff are not allowed to go as concrete is falling from the roof! I did find an engine I'd never thought to see, an inverted vee 24 Daimler Benz 610, two vee 12 DB605's ganged onto a common crankcase, the two inside banks almost vertical. There were lots of other aero engines too, including a display version of the Napier Dagger. No Merlins. no Griffons, but more DB's and a couple of Junker Jumos of odd configuration.

A few stationary engines - not many at all - and lots of unrestored motorbikes and cars. A couple of Commer (?) TS4 prototype lorry engines. A Kelvin four cylinder marine. Lots of push bikes.

L1 only had the central aisle open, but there were racks of interesting stuff including submersibles & the last Fleet Street printing press - the size of a house it was! I could spend a happy day or two with a powerful torch and a forklift.

I caught the end of the VMCC sprint taking place on the main runway - by 'eck, that took me back! - & saw a 1929 500 Douglas blat away a standing quarter in 13.45 with a terminal velocity through the trap of 92 MPH.

You can see the 130+ pictures I took at :-

<http://good-times.webshots.com/photo/2750921060036810695WhsOyZ>

### Moving the Metal

#### For sale

**Amanco 3hp.** Restored & ready to exhibit. £500.

Phone R. Savage, 0117 962 2028

**manco 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.

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

All above - phone Richard Gill - 01934 517322

**Allan scythe/mower.** Circa 1950. Spare engine.

**Generator,** needs attention. £30.00.

All above - Parsons, 01761 452565

**Chaff cutter.** Good condition - £20.

**Grindstone,** foot operated £25.

All above, phone Dennis Hudd 01225 754749

**Drummond lathe.** Good condition, bench mounted with 1/4hp motor. £80.00 - phone Gordon 07941 724625

**Briggs & Stratton ZXP** generating set, restored. £150.

**Ruston Hornsby PT** on trolley, restored. £150.

**Wolseley WD 1.5hp** on trolley, restored. £170.

**Bamford EG1 1.5hp** on trolley, restored. £180.

**Lister D & Lister H1** pump on wheels, restored. £180.

All above - phone Mr P. Newton. 01373 812461

**JAP 2A** driving a small compressor. On a steel carrying frame, Unusual first exhibit. £95.

**WW2 Lauson engine** driving a small compressor. On a steel frame. Even more unusual first exhibit. £95.

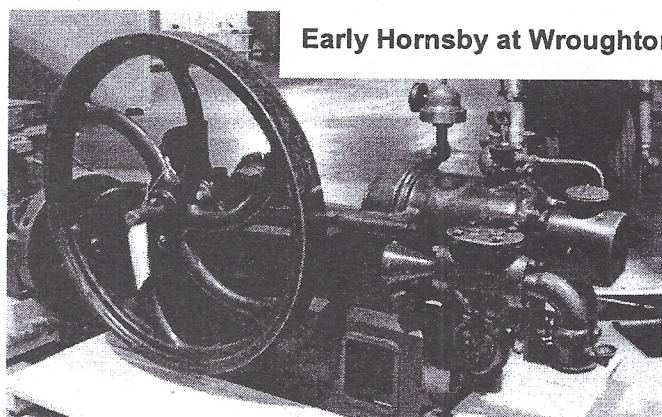
Both restored & painted to a high standard.

**Petter A1** on four-wheeled trolley. Still in its Admiralty grey paint. Frugal first time starter. £95.

**Petter PU8,** rare WW2 marine engine on wheeled carrying frame. Not run for a couple of years £95.

**WANTED - "Stationary Engine"** Magazine. Now only missing 16,17,18,19,24-34,36. Have early copies to swap!

All above - phone Kim Siddorn 0117 964 6818



Early Hornsby at Wroughton

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

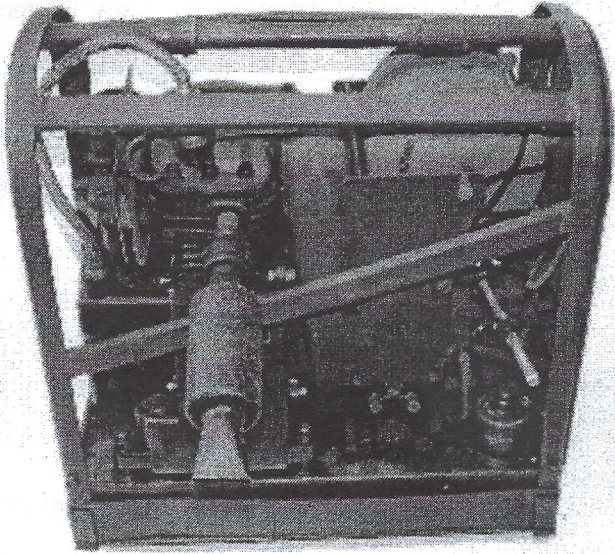
Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy  
J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to [kim.siddorn@blueyonder.co.uk](mailto:kim.siddorn@blueyonder.co.uk).



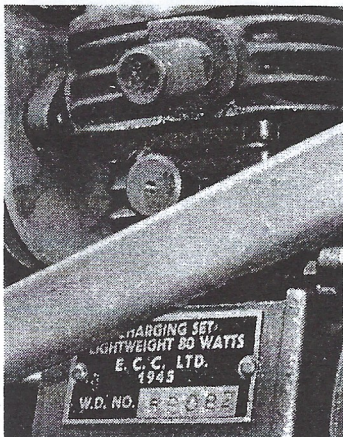
## Featured Engine No. 10 A Westbury ECC 80 watt Charging Set

By  
Kim Siddorn

Edgar Westbury, working under contract for Stuart Turners, designed these neat little 80 watt 12 volt units in the early years of the Second World War for battery charging in the armed forces. Earlier in the 1930's he had evolved various small petrol engines, some for ST's, some as experimental engines in his own workshop – I wonder what became of his notes? From time to time, Practical Mechanics and other similar magazines would carry articles by him, but for the most part, he remains an obscure figure in the development of the small output generator.

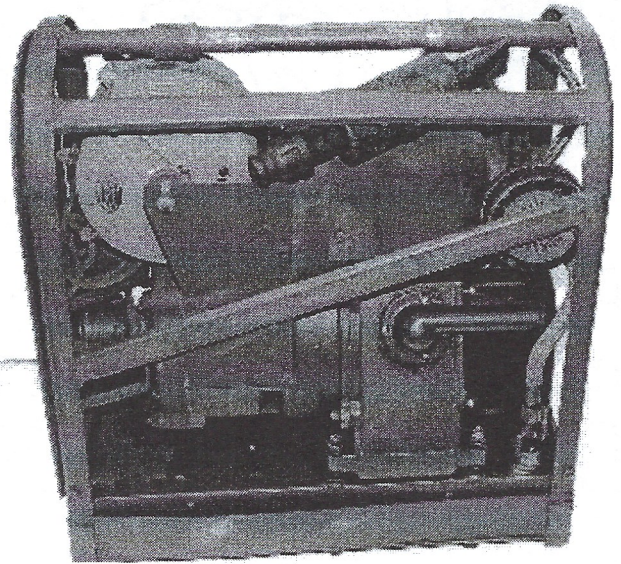


The 80 watt generators were soon in production by Douglas Motors, Enfields, Stuart Turners and EEC - probably Electrical Equipment Co, though some believe it to be Economic Electric Co. They were ground breaking units at the time as it was rare indeed to set out to design a small capacity (15cc) high revving (3,500 RPM) four stroke, side valve, all aluminium engine in an age of heavy, slow revving motors. All the purpose-built magnetos are getting long in the tooth by now and the engine can be difficult to start as one must spin it over fast enough to haul the petrol up the pipe of the direct lift carb, but once going, they roar away enthusiastically.



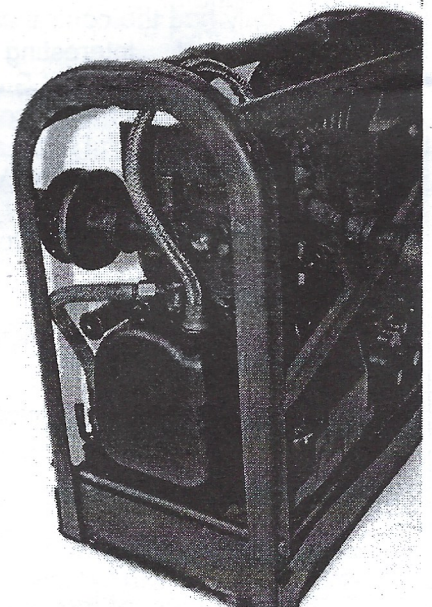
However, they gave very little trouble in their day and were especially valued for their ease of starting and spikeless power output. The latter is due in no small part to the inclusion of a separate ignition generator unconnected with the main alternator.

They have survived in some



numbers and one sees a surprising quantity at rallies. I was lucky enough to find a very complete 12 Volt example, even to its canvas cover. From the look of it, it has seen virtually no use at all, the badge on the crankcase that says "ECC 1945" (Enfield Cycle Company) is still in its yellowing varnish over brass. When I tried to get it running after purchase, it had a depressing lack of ignition electricrery. It is very nicely made and the tiny plug hides inside a fully shielded lead that runs in armour plated magnificence back to the black plastic ignition generator cover. It is a pretty major excavation to get at the points as the carrying frame, the carb, the heat shields and the plug lead all needing to be removed before it is possible to take off the generator cover. After that, it was plain sailing. The points are opened by a rising pin a'la Briggs & Stratton and I suspected the pin of being seized or stiff, but it was OK. The points were clagged with storage oil though, but that soon gave way when faced off with 600 grit W&D paper and a blob of spit!

Re-assembly completed and a drop of petrol dribbled onto the air filter element to give the direct lift carb a head start resulted in a splutter - then it picked up and ran. Without a battery attached, the generator puts out 38 volts. Connecting it to a 12 volt battery induces the nominal voltage to rise from 14 to 17 volts, the revs drop perceptibly and it runs more steadily.





## Calendar of Events for 2007

- Nov 3/4<sup>th</sup> Event.** National Tractor Show. East of England showground. Phone SEM on 01959 541444
- Nov 10<sup>th</sup> Event.** Engine Jumble, Enstone Airfield, Oxfordshire. Off the B4022.
- Nov 26<sup>th</sup> Club night.** The Life of a Victorian Chimney Sweep. Speaker:- John Sanson
- Dec 2<sup>nd</sup> Event.** Crank Up at Nunney Catch
- Dec 6<sup>th</sup>.** Bristol & SGSEC Christmas Do. Phone Rose on 01454 417730
- Dec 27<sup>th</sup> Event.** Mince Pie crank up, Old Down Inn.
- Dec 29<sup>th</sup> Event (Sat)** New Year crankup by Bristol & SGSEC. Frog Farm from 9.30am. Member's only!
- Dec 30<sup>th</sup>. Event** Ivybridge & DVC crank up nr Plympton. Phone Pam 01752 335347

### The Dorset Adventure

By Eric J. Gay

Dorset is Beautiful wherever you go and the rain in the summer time makes the wursel bush grow and its pleasant to sit in the sunshine so rare with all those wonderful folk at The Great Dorset Steam Fair (GDSF). This years adventure started on Saturday the 25th August with the loading of Nelly the Nissan with the Bamford and its new friend a small Bamford corn mill. It has taken me nearly ten years to find one & its nice to have an engine and mill from the same manufacturer. With the engine and mill on board along with tools, water, and fuel all that was left to load on Monday was all the stuff that women must take and, as we lads know, most of it will not be used, but I find it pays to humour SWMBO. On Saturday afternoon, I took my Corbett mill over to new club member Peter Gear for his Ruston to drive at the GDSF.

Over the weekend, I listened in trepidation to every weather forecast I could, as four rallies I had been booked into this year had been washed out. Monday dawned fine and around 11-o'clock Nelly was on her way heading for Dorset. We pulled onto the site at around two thirty after stopping for a cup of tea and a sandwich or two just a mile or two from the site. Getting our paper work checked and wrist bands, on we were away up the hill to our position in the stationary engine section. As I unloaded, old friends that we have made over the years began to turn up and the usual comments and leg pulling, along with help with the unloading. This is what is so great with our hobby every one will always offer there help with a lift or push when needed. With the Bamford and mill unloaded and belted up ready for Wednesday, it was cover up and rope down, then put the kettle on - all this chin wagging had made me dry.

We then went for a bit of a walk round the auto jumble - where does all that stuff come from. I was passing one stall when I happened to see a very nice drip feed oiler " Brand New Never Been Used" I was looking at this, thinking the nice man running the stall would be asking twenty pounds or more for it, but it was the bargain of the show and the requested four quid had never left my pocket so fast!

We left the site late afternoon and headed for Winterborne Stickland, the village were we had booked bed and breakfast for the week (posh or what) - well, it is only once a year. Booked in washed, and her indoors unpacked all that stuff we never need, that done we drove into Blandford via Shillingstone and over the top of beacon hill. If you are ever down that way take the time to go around this way the countryside and views are breathtaking. I always make a point of going to chip shop in the middle of Blandford as they do the best fish and chips in Dorset. Tuesday morning and after a leisurely breakfast we went through the back lanes via Langstone Long to Tarrant Hinton. The morning passed having a look at the commercials, tractors and down to the stables to see the heavy horses. If you visit the Great Dorset this is a must as those horses are magnificent.

I had promised to meet Peter at 11.30 to give him a hand in unloading and setting up his engine and mill this was soon done and Peter went of to the camping area with his friend Joe to put up their tent for the week. The rest of the day pasted wandering around the traction engines, Showman's and heavy haulage engines were way up at the top of the hill quite a walk and by the end of the day the poor old back and legs were not best pleased and they were letting me know in no uncertain manner. I got through a couple of rolls of film that day I just hope the pain was worth it when the film is developed (No digital camera for me, I don't do technical and anyway I think a good SLR is far better).

Time just flies by and we are at Wednesday and the first day of The Great Dorset Steam Fair. It's ten o'clock and The Bamford fires up, the mill is fed with wheat and I am now going to play at being a miller for the next five days and I **LOVE EVERY MINUTE** - this is what rallying is all about. A few days spent with good friends and the chance to speak to the folk on the far side of the ropes, to explain and show them what is the engine & mill do.

Believe me a lot of children don't know that wheat grows in a field and that wheat makes flour. How many young people know how an internal combustion engine works? - and not only young people, you know. it give one a good feeling inside when a little one walks away knowing a bit more, you have taken the time to pass on some knowledge and you can have lots of fun doing it. I have a couple of wooden mice I put in the flour and a furry mouse in a trap, this adds a bit of fun and amusement for the children. This year it was good to see more members of the WSEC exhibiting at the show and a few members visiting including Michael & Eileen Jennings, Brian and Colin Baker, Martin Feeny and family also Steve Baker from Wells.

I now think its time I gave you a run down on the engines and driven machinery that was on show in both the engine pens and in the nearby exhibit "How it was done in Granfer's Day."

If you like big engines Blandford is the place for you. A Hornsby Hot Bulb Engine displayed by



Alan Cullen, a lovely Hot tube Blackstone also ran in this area if it had not been for the soft puff from the exhaust you would not have known it was running. We had some very nice engines in stationary engine area and I will just run through a few that caught my eye. The Ruston Hornsby carrot top PT displayed by Alan & Lynne Cullen - you don't see many of those (very nice) P. H. Mathews of Wells displayed a 1916 Amanco in its working clothes still driving its circular saw and cutting logs, A 6 horsepower petrol/paraffin Amanco. Alan Carter had his 1919 Pillter & ran a very nicely presented exhibit. New club Member Peter Gear from Trowbridge brought his 3hp Ruston PB. Fellow Petter owners showed both 5 & 6hp engines and a 4hp Amanco drove an apple pulper. The Amanco was flooded during one start & the young lady turning the handle got smacked in the face when it came off the shaft. She needed medical help but was not seriously injured. Accident number two was a hospital job - suffice it to say that it isn't a good idea to mess about with drive chains when the engine is running - how silly can you get?

In total we had over one hundred and twenty engines at this years show. Next year is the fortieth anniversary, so why not give it a try yourself next year ( We are hoping to have a party for the engine exhibitors) No write up on the GDSF write up would be complete without a mention of the steam exhibits. Maureen and I visited the fair ground most evenings, No, Not To Have A Ride On The Big Wheel or any of the more terrifying modern rides, but to stand and look at those wonderful Showman's Engines. They were all magnificent, but I will mention a few that took my eye. The "Dolphin" - what a great engine. This was the last showman's engine built by Burrell's and was sent away from works in September 1925 to her first owners William S Davis of Stoke-on-Trent. Burrell's Showman's Scenic No 5888, "General Gough". (A Scenic is an engine that carries two dynamos, the small of the two excites the larger, giving a higher output from the main dynamo). When I helped run the Semmington Rally for the Chub her then owner, Robert Coles of Shaftesbury sent her up for us (Oh, those were the days!). The engine is owned by Nigel and Beverley Myery & Sons of Rufforth, Yorkshire and was purchased in 1952 for preservation from Jesse Vines, by Viv Kirk for the sum of £175. A deposit of £75 secured the deal and was followed by thirty bob a week. Oh, take me back to those days! In 2004/2005, major work was carried out on this engine and she is a sight to see. Next, the Pride Of Worcester. This engine went to war in France ending up in a ditch after the first war she was again back with her first owner, Henry Stickland and remained in showland until around 1953, passing through the hands of four more owners. The "Earl Beatty" worked in the west country & is a Burrell 8 nhp showman's scenic No 3896, supplied to Anderson and Rowland on the 13th May 1921 at a cost of £3,500 quite a sum in those days. (Looking at the Retail Price Index, it was well over £100,000 and

relative to an average wage, nearly half a million quid! - ed) On completion at Burrell works in Thetford the engine was steamed direct to Orton & Spooners works at Burton on Trent and set to test run the new scenic railway that the firm had just purchase. Earl Beatty left Burton on Trent at 4pm on July 23rd 1921, hauling several loads and arrived at Newton Abbot at 8pm on the 27th a journey of 240 miles. The engine was finished in verona red and lined out in black, yellow and gilt with decorative brass fittings throughout & many of her steel fittings were nickel plated. "Earl Beatty" was sold in around 1940 when Anderson and Roland sold off their steam fleet at £50 for engines without dynamos & £150 with. In around 1953, "The Earl" lay in bits and this is how she remained for the next 50 years until purchased and rebuilt by Mr. Robert Coles Of Shaftesbury. This is truly a splendid engine and I have been lucky enough to have photographed her and been invited on board.

- to be completed in the November edition -

### Chairman's Report

The monthly meeting at the old Down Inn on the 24th September (which was the first for 2 months) saw a very good turnout of member to be entertained by Colin Baker gave a film show on the latest digital projector of a film of the Douglas Motorcycle factory that operated in Kingswood from the turn of the century until the 60's It was a brilliant film of the firms products and their exploits in various competitive racing events, they held hundreds of world records especially in road racing and speedway. Henry Body still sprints one of the 'flat tank' Douglas's and holds many world records with it, beating Much more modern bikes in the process. Colins second film was of the Morris car factory in the mid thirties, showing how the Morris cars were made and tested, another very interesting film. All in all it was a very good and entertaining presentation by Colin, on behalf of the Club a very big thank you. Once again Diana's usual raffle for club funds took place, many thanks to the members who donated the prizes B.J.BAKER.

**OBITUARY** It is with regret we hear of the death of Charlie Crittle from Earlstoke. Charlie was well known Within the S.E Movement and was always recognisable in wearing his military style peaked cap that was laden with badges he was a quiet and unassuming man and it was always a pleasure to be in his company. Robin

**WANTED** - Small trailer for carrying camping gear  
Tel: Jeremy on 01225/470057 (Bath)

**OCTOBER birthdays:-** Arthur Smith 19<sup>th</sup>, Bob Hallam 24<sup>th</sup>, Ken Barnett 60 on 14<sup>th</sup>, Don & William Rogers, and Gerald Atherton. Happy birthday to you all.

**BEST WISHES** to Freda & Stan Kerley, Freda with her New knee and Stan with 2 cataracts removed