

# CRANKING

*The Wessex Stationary Engine Club's Monthly Newsletter*

October  
2013

Thirty sixth year  
of publication

[www.wessex-sec.co.uk](http://www.wessex-sec.co.uk)

## From The Sump

There's no trusting this etheric stuff you know. Last club night, I took along four MP4 video files on a memory stick to show an hour of the Astle Park Rally to the sixteen of us that turned up. As it was the tag end of the holidays and at least four regulars were either hors de combat or on holiday, I was quite flattered with that response. However (you could hear that coming like a bus on a rainy night couldn't you?) the projector had other ideas.

I'd had the wit to check that they worked on my wife's laptop and they did so at once without difficulty. Plug the memory stick into the club's projector and – nothing. Tried it every which way. Still nothing.

So I turned to Mine Audience, apologised cheerfully and proposed what was effectively a story telling evening and led off with a couple of stories of my own from motorcycling experiences. I have to say that everyone responded in a very cheery fashion and swift and wordy banter went to and fro for over the hour that I'd have been expecting to be showing movies! I thought it was a pretty successful evening – no one walked out or demanded their money back ;o)), many joined in and it was a pleasant and cheerful interlude. I recommend we do it as a regular thing, it'll be even better if people have a chance to prepare something.

Getting right miserable out there, innit? Rain, rain, rain and the prevailing sou'westerly straight off the Severn Estuary just 7 miles away by flight of crow. I sit here in my north facing office looking out over the most southerly glacial valley in Britain. A perfect finger of ice once slid past my window long ago, depositing a moraine of rounded lumps of limestone in that well known lubricant, clay. My next door neighbour is building an extension and, having shovelled off the top soil, it is pick, pick, pick all the day. He starts off fast and slows up towards evening. I share his pain as I dug the foundation for my workshop in the '70's myself and it's 17' by 25'!

From what I hear – stuck at home waiting for a date for my hip replacement – it rained upon people at both Cranmore and Frank Naish's shindig the next day, keeping people in their warm kitchens with CSI on day time TV. A round of applause for those that went, though – no fun getting soaked when yer old!

## Moving the Metal For sale

**Horse hair Combing Machine.** Built by Gauntlets of Trowbridge. Only unaltered and complete one known. £600 ono  
**Bosch ZE1 magneto.** Good working order. Will fit early Petter etc. £60 ono. Both above, phone Eric Gay 01225 754374  
**IHC famous, 1911.** 1 hp. Battery and coil engine fully restored. The engine starts and runs well and is ready to rally £1,250  
**Fairbanks Morse 6 HP Z type.** This 1917 low tension model starts and runs well. £850 ono.

Both above, phone Pete Gear 07584 325266.

**Bamford straw chopper and a Lister D** in good condition. Sale by a third party. £135 ONO. (Portland area)

Phone Felicity 07810 485351

**"Kibbler" cow cake grinder.** Fully restored, paint and woodwork to a high standard of finish. On pine base – not on wheels. £110. (reduced !) Must be collected from Frome.

Phone Tony Davis on 01373 464982

**Lister D Type.** Spec.13d. 1½hp. 700rpm. Serial No. 109978 (April 1934). Incomplete with box of bits including carburettor, battered tank, & other parts. No Magneto. £20 the lot. Tel: Tom Randall. 01761 418926 or email tom.randall@dsl.pipex.com

**Power Hacksaw.** Five feet long and tall, Free standing and an impressive lump begging to be driven by your engine! £250 ONO or swap either for something small and interesting.

**Watermota K2.** Mid thirties twin cylinder marine engine. Complete with square bodied ML magneto. manifolds and original frame. Standing many years and is seized but is just stirring! £240. Tel; Kim on 0117 964 6818

## WANTED

**Howard "Bantam" rotavator** needed for spares. Whole machine considered. Phone Richard 01225 862753.

**Wiko or Lucas RS1 Magneto,** counter-clockwise on cog drive end. Phone Terry Williams 07845 137796

**No. 52 Steel Detachable Chain** as used on conveyors. Need 10 yards, but any quantity will do.

Phone Gerald Atherton - 01934 852670

## Recommended Bearing Supplier – very helpful!

Solent Bearings, Unit 20&21, Test Valley Business Centre, Test Lane, Nursling, Southampton, SO16 9JW  
Phone - 02380 667100. [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

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 79 - Fowler Petrol Engines

from the Anson Museum Website

John Fowler & Co. (Leeds) have been associated with heavy engineering since the early days of steam power. Initially involved in the production of steam powered vehicles and equipment, stationary engines were merely another smaller branch of the business. For about 30 years prior to the production of the first Fowler engine, Fowlers bought thousands of engines from other manufacturers, mainly Lister and Petter. These engines were built to a 'Fowler Spec', the usual features being extended crankshafts, air filters and a general cheap finish. These engines were built to a price and were used in great numbers to power cement mixers and other industrial machinery.

In 1934 Arthur Freeman-Sanders left Lister to join Fowler's diesel engine testing department. After a successful period in Lister where he design the A,B,D,X and JP range of engines he left after a disagreement and moved to Fowlers. Freeman-Sanders successfully designed a range of diesel and petrol engines - P for petrol! They were the PA, PB, PC and PD models of which Petrol only models (P) or Petrol/Paraffin (PP) were available. For example a petrol/paraffin 1PA series engine would be designated 1PPA and so on through the engine ranges. During wartime, the military utilised the whole range of Fowler engines in a variety of equipment from pumps to compressors.

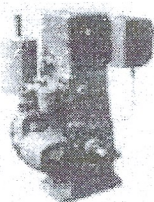
The production run of Fowler engines lasted less than ten years and with so many engines being exported it is surprising how many of the smaller engines remain in preservation today.

### The Engines :-

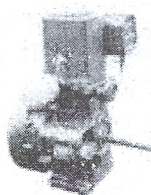
PA - Introduced in September 1936 to fill a gap in the market and compete with Lister and Petter the 1PA was the smallest petrol engine in the range. Available in 3 sizes (petrol only), Low, Medium and High speeds designated (PAL, PAM and PAH) the engines were available in a speed range of 750 RPM, 1000 RPM and 1500 RPM producing 1.5, 2.25 and 3.75 HP respectively. The petrol/paraffin engines were rated 1.25, 1.75 and 2.75 HP respectively. The 1PA had a 3" bore and 3" stroke with white metal big end bearing shells and ball race main bearings. The engines were available in tank or hopper cooled form. The tank cooled engines are quite scarce and are not often seen on the rallyfield. Hopper cooled engines came supplied with two styles of hopper, a small capacity hopper the same width as the crankcase and a larger capacity hopper that overhung the crankcase. The hopper size was not model specific, but is generally thought to be the choice of the customer. I am sure at the time of purchase advice would be given from Fowler's as to the required capacity depending on the duties the engines were to perform.

Engine A illustrates the Engine Dept photo from 1936 showing what is believed to be the first Fowler 1PA produced.

Engine B illustrates a 1940 engine with rare Wolseley pre-WD style silencer.



A.



B.

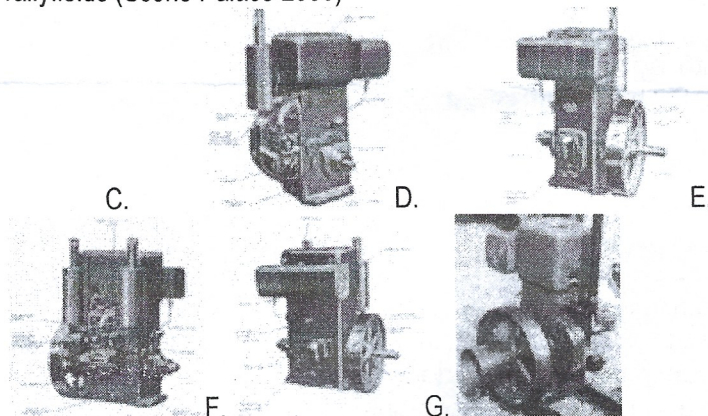
PB - The PB series was introduced at the same time as the PA series engines to provide a range of engines with a much greater power output, filling a gap in the industrial market and to

meet a demand from the MOD. The range initially consisted of six engines - 1PBL, 1PBM, 1PBH, 2PBL, 2PBM, 2PBH offering 4, 5, 7.5, 8, 10 and 15 HP. The PB range was the first range to offer either single or two cylinder models to suit a range of power and customer needs. The bore and stroke was 3.75 " x 4.5 " throughout. It is thought that the PB range was available in a range of specifications to meet customer requirements, such as special industrial air filters, lightweight flywheels and a range of pulleys. PB engines were sold in great numbers for export or to contractors in construction or quarrying. PB engines are quite scarce due to this even although it is thought more PB engines were produced than PA's. During the production run, the single cylinder 1PB engines were discontinued to avoid clashing with the smaller PA range and newly introduced 'D' series diesels.

Engines C & D illustrate the single cylinder 1PB range.

Engines E & F illustrate the twin cylinder 2PB range.

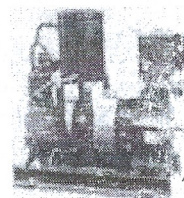
Engine G is the only single cylinder 1PB I have seen on the rallyfields (Scone Palace 2000)



PC - The PC range of engines was available in four sizes, the 1PCL, 1PCM, 2PCL and 2PCM. These engines were rated 6, 8, 12 and 16 HP respectively and were the largest engines produced by Fowler and probably the largest production hopper cooled engines available at that time. The PC range employed a bore and stroke of 4.5" x 4.5". Not many PC engines exist in preservation, it seems that due to more economical and fuel efficient diesel engines the PC range was not very successful. Diesel engines of a similar power output would easily compete with the PC range of engines and would in most cases prove cheaper to run and maintain.

PD - Believed to have been introduced around 1938 the PD is a essentially a PA engine with larger bore and piston and heavier flywheel. The bore and stroke in this case being 3.5" x 3" respectively. The PD range was available two sizes (petrol only) 1PDL - 2.5 HP at 750 RPM, 1PDM - 3.25 HP at 1000 RPM, and the petrol/paraffin range offered the following, 2 HP at 750 RPM and 2.5 HP at 1000 RPM. The PD engines were designed for applications that required smooth power output free from vibration and speed fluctuation. The PD provided this, and with the extra horsepower over the PA series was a good option for customers requiring economical power. PD engines appear only to have been supplied with the larger overhung style of water hopper to account for the extra output.

Engine H illustrates a 1PDM compressor set of 1938. The heavier flywheel is clearly visible in this photo.



H.



## Calendar of Events

Key. CN = Club Night. E = Event

Nov 12<sup>th</sup>. (Sat). **Enstone Autumn Sale.** info: Mrs. Anne Harris  
01367 810415

Nov 25<sup>th</sup> CN. **Photo Night.** Bring 10 Photos, hard copy or USB stick  
or CD rom.

Dec 1<sup>st</sup>. (Sun) **Anti-Freeze Crank Up.** Nunney Catch

Dec 27<sup>th</sup> (Fri) **Mince Pie Crank Up** At The Court Hotel

*This Calendar of Events is composed by the editor based first upon a list supplied by our Chairman. I've added to it things I think will interest the membership, but it is not cast in stone! You should always make sure an event is still on by contacting the organiser in advance. The responsibility is yours! then*

### Chairman's Report (printed as received)

The monthly meeting at the Court Hotel on the 30<sup>th</sup> September followed the trend of the last few months with not many members turning up, about twelve in fact. The meeting got off to a bad start when Kim who was supposed to give a viewing of engines at Astle Park could not get his software to work on the projector and had to abandon the slide show. The meeting continued with talks from the members present about experiences from their lives. Another poorly supported event was the skittle match at the South Parade Club in Frome on October 5<sup>th</sup>, only twenty people attended, five of these were Diana's relations and were not club members, so only fifteen of you bothered to come. Only about three years ago fifty to sixty members attended this event, where are you now? It is unlikely that this event will take place again as Diana does not want to organise it, so unless another member would like to organise it, preferably at another venue this event will be struck from the calendar, as I told you last month if you don't use it you will lose it. The Sortout at Cranmore Railway Station on October 12<sup>th</sup> started off fine with stallholders and buyers turning up as usual, I arrived at 7-30 and there was already one seller set up who had come from Barnstable, in ten minutes I had already collected about twenty quid in the bucket. However about two hours later it started to rain which had the sellers covering up their wares and some even packing up to leave, and by ten thirty the Sortout was over. We were lucky that Eric and myself had gone around the sellers before they packed up and collected the money for the pitches but the money from the gate was severely reduced from previous years. The only redeeming feature of this was it does not cost the club any money to put on this event but we did not make the usual profit for club funds.

### Important notice

The club is urgently looking for nominations for people to be put forward to fill important posts before the forthcoming annual general meeting which will Take care, place on Monday February 24<sup>th</sup> 2014  
These are;- Chairman, vice Chairman, Treasurer, and other non-specific committee members

## Social news

Get well soon and best wishes to Henry Simmons who is laid up with a broken hip following a fall. We all missed you at our Skittle Evening, so get back in action soon and do what Margaret tells you !!

### What They Modern Engineers Don't Know

By Eric Gay

This all came about when talking to a Chief Engineer, once employed by Her Majesty to keep one of her warships from falling apart and sinking. From what I hear, it is not uncommon for bits to fall off and others to break and they do say that HRH gets quite upset when this happens.

We got round to talking about engineering in general and one day he is going to give me a crash course in lathe work for he is a first class turner, I am self taught - two wrong, one right!

I said "I suppose when you wear out a tool, it gets thrown overboard but what about the files you use?"

"You can't do anything with a worn out file" said he.

"Oh yes you can" I said "you can sharpen them"

"Don't talk B----y rubbish! Would you like to place a small wager that it can't be done?"

I hope all you engine men know how this is done, because our modern ship's chief engineer certainly didn't know this is possible. So I hope the following will be of interest to one and all.

"After a certain period of use files become worn, so they loose their cutting efficiency, the teeth become blunt. The most satisfactory way is to have the files recut by steel manufacture specialising in file production - *if you can find one ...* This method will not make it like new, but will restore it to a good working condition once again. The file should be first cleaned of all grease, cuttings and dirt, this is best done by immersing them in a solution of hot caustic soda and water; ordinary washing soda may be used if caustic soda is not available.

Place the file in a bath containing 20-30% solution of nitric acid dissolved in water. Let the file soak for a few minutes, the exact time will depend upon the condition of the file. Keep a close eye on the file, checking whether the teeth have been acted upon to the desired extent. Better still, have a look at the teeth through a magnifying glass."

If you think the cuts need to be deeper, just put the file back in the solution and let it stay for a bit longer.

"When the teeth have been restored, the file should be removed from the bath and drawn over a piece of cloth stretched tightly on a block of wood. this will remove any acid remaining on the top of the file teeth, whilst



leaving that in the grooves to continue eating into the metal.

After a further few minutes the file should be well washed in plenty of clean water to remove all traces of acid."

Lightly oil the file and store in such a way as to prevent contact with other files.

**Editor's note.** *Usual disclaimers on Health and Safety, noxious and poisonous substances disposal and all the other bits of legislation that you will run into headlong if you do more than just read the article! That said, it will work. I occasionally use a 5% solution of Nitric acid for steel etching (pattern welded swords and knives) and if you leave the acid on the surface too long, it will undercut the edge of the softer iron causing a weakness. It might be helpful to know that the best applicator is – of all things – a flight pinion from almost any kind of bird. The keratin from which they are formed is unaffected by Nitric acid. Almost everything else is and clothes, the bench and other tools will rot at the slightest touch. Be cautious, it's nasty stuff. And caustic soda EATS ALUMINIUM!*

### **The Children's Hospice South West**

By Eric Gay

Printed as received at Eric's specific request

*This is an article that is printed with the kind permission of the Children's Hospice South West (CHSW) and the family concerned. At the family's request, no names are used in this article. I hope it shows the work of the Hospice in some small way and the support that we give as a club is most worth while.*

"We started using Charlton Farm in 2008 after our paediatrician referred us. Our son was diagnosed at 11 months old with a rare metabolic condition called Niemann-Pick Type C, he is one of only a few children in the UK to suffer with this condition. It is often referred to as childhood Alzheimers, as the symptoms are similar.

He is eight years old now and we have noticed he is deteriorating. We know that eventually he will lose all the functions we take for granted, walking, talking, and feeding himself. He is so happy at the Hospice, as parents we can relax and enjoy time as a family, without the mundane pressures of family life - they do our washing and cooking so we can concentrate on being together.

If our son wants to make a cake or fool around in the garden, the dedicated staff will let him do just that and he loves the attention.

When he was diagnosed it was mind-blowing and when it was suggested we could benefit from using a children's hospice, we were very reluctant to even come and have a look, the word 'hospice' conjures up images of a place you go to die. However, as he firmly describes it 'it is not a hospice it is Chalton Farm'!

For us as parents, being at Chalton Farm means we can enjoy our young son without the pressure of having to explain his condition. Because he looks like any other 8 year old, other people see his erratic behaviour as misbehaviour, they don't know about his condition. Here at

Chalton Farm we don't need to explain. He is accepted for who he is.

We have two older sons aged 13 and 19. When we are in hospital, they sometimes feel pushed aside whereas at Chalton Farm they care for the whole family. Our older son gets to play football or relax in the teenag4e room and there are always people there if he wants to talk.

Knowing your child will die is heartbreaking, but we know that when that time comes, we can come to Chalton Farm, a familiar place that he loves and with people who know him and place where we all feel safe."

*Well, that's a small insight into the work of the the Childress Hospice South West does, not only to help the sick child but to give help and care to the whole family. I hope this gives an insight into why our club supports this particular charity.*

### **Water, Steam, Tea And Cakes. 7th Oct Club Visit To Sherborne Steam And Waterwheel Centre.**

By Eric Gay

I must start this report with a very big thank you to all the thirty members that came along to Sherborne, it made all the effort to arrange this day out very worthwhile. I first saw the centre advertised at Shillingstone vintage rally in the early part of the year and had a talk with Mr. Vincent, from Henstridge, I am sure that most of you have seen his Foden steam wagon at many shows around the west country.

Then a few more phone calls to the centre to find out the best time to have our visit, well we certainly struck lucky the weather was grand, and we all had a wonderful time at the centre.

We were made most welcome, and the volunteers running the site could not have been more helpful, I for one will be returning to visit the centre again as I want some more tea and cakes, yes we had tea and cakes, all for a small donation.

The whole site is full of working exhibits from the stationary engines that all drove pumps in their working lives, to the 26ft waterwheel and the huge Hindley Steam Engine, plus a smaller Hindley engine that has been given to the centre by Q Pumping station London.

In the yard we had the added attraction of miniature traction engines, stationary engines and the Vincent family's Foden steam wagon.

The centre even has a wild flower garden along side the stream that feeds the waterwheel.

Sherborne town is very old with many historic buildings and is well worth a visit as I have said I for one we be going back again, and I will get Kim to print a list of dates for open days at the centre for 2014. So to all of you who came along and made this such a grand day out once again thank you all very much.