



CRANKING

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2007

Thirtieth year of
publication

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The Wessex Stationary Engine Club's monthly newsletter

From the Sump

I had an e-mail the other day from a pleasant fellow who works for the National Museum of Science and Industry (NMSI) at Wroughton near Swindon. This huge facility – seven aircraft hangers in 120 acres – holds some 20,000 objects in the care of what you and I would call the Science Museum in South Kensington. It transpired that there was a Heritage Weekend coming up & would I be available for a promotional visit to a shopping centre in the middle of Swindon during Friday 7th? Well, I thought I might.

I found my way to Davis Street car park with my Stuart Turner flat twin, specially polished up for the job. It is one of those engines that the public like, being small, approachable & pretty quiet now I've found a silencer for it. My contact appeared & within a few minutes hard barriers were erected, engine located, coffee's purchased and Risk Assessments signed. I was a little concerned to note that one of the "moderate" risks was of interference by drunks, but this proved unfounded as the day progressed. My first concern was that I'd left the starting handle in the car, but it was only a short walk past Devon Savouries – yummy pasties! – & the little flat twin was soon purring away.

I had a minder, one of the NMSI staff set to watch over me, no doubt to ensure that I did no lewd act in the name of the Museum & we were soon Exchanging Information as though we'd known each other for years. It appears that the Heritage Weekend in September may well have been the last for some years as – unless their HLF grant bid in December is successful – they will only have FOUR staff to keep the stored items secure and conserved. London appears to neither care nor want the responsibility of exposing their 20,000 objects to the public gaze, being more concerned with clearing South Kensington display galleries of objects and renting the space out as offices as it makes better financial sense. Such is the state of our Museums Service in Britain – underfunded & poorly managed with the wrong targets – their new logo is "Inspired". Really?

Anyway, our visitors in Swindon were roughly divided into three groups. The young men who did not have a clue that they were looking at an

Moving the Metal

For sale

Briggs & Stratton ZXP gen set, restored. **NOW £140.**

Wolseley WD 1.5hp on trolley, restored. **NOW £160**

Bamford EG1 1.5hp on trolley, restored. **NOW £170**

Lister D & H1 pump on wheels, restored. **NOW £170.**

All above - phone Mr P. Newton. 01373 812461

Kerrison Predictor generator. Complete & mounted on a trailer. Never seen another! – ready to tow away. **£350.**

JAP 2A driving a small compressor. On a steel carrying frame, Unusual first exhibit. **NOW £85**

WW2 Lauson engine driving a small compressor. On a steel frame. Even more unusual first exhibit. **NOW £85**

Both restored & painted to a high standard.

Petter A1 on four-wheeled trolley. Still in its Admiralty grey paint. Frugal first time starter. **NOW £85.**

Petter PU8, rare WW2 marine engine on wheeled carrying frame. Not run for a couple of years **NOW £85**

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

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

Phone R. Savage, 0117 962 2028

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.

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

Elddis 400/2 berth caravan. Very tidy van, in excellent condition, 3 way fridge etc - dry stored by non smoking owner. **£1,850**

Phone Robin on 01373 463526

engine, women of various ages who were interested because they thought their husband/partner/brother would like to see the Heritage Days and older men who knew very well what they were seeing & with these I had many an interesting chat. However, no-one gave me a lead to a dry stored, original, in situ Ruston Hornsby 7 IP, complete with its generator.

But it was nice to sit in the sun & watch the girls go by!

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

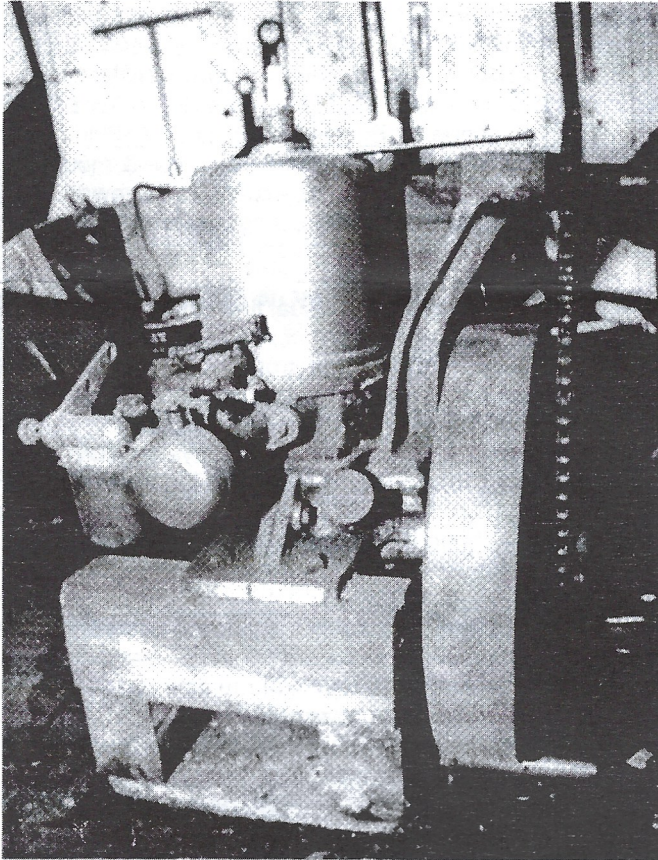
Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy

J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

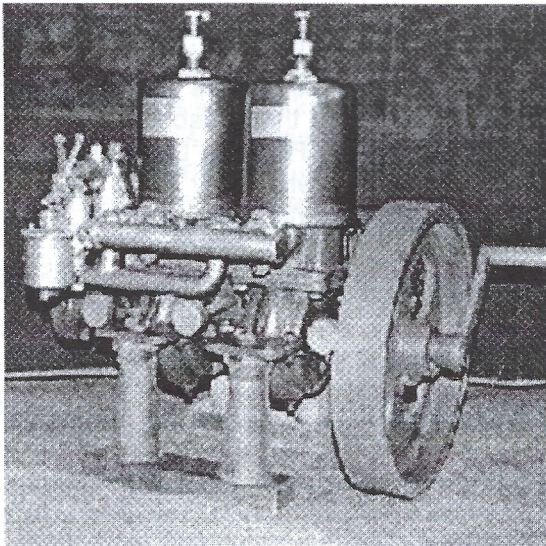
Featured Engine No. 9

Watermota K1 & K2 engines

As the name suggests, these easily recognised engines are really marine propulsion devices, but they are often seen at rallies. Resplendent in their gleaming copper water jackets, they make an excellent display engine. They were manufactured by Walter D. Fair & company at Hampton Wick and produced at the Pembroke Engineering Works at Kingston on Thames.



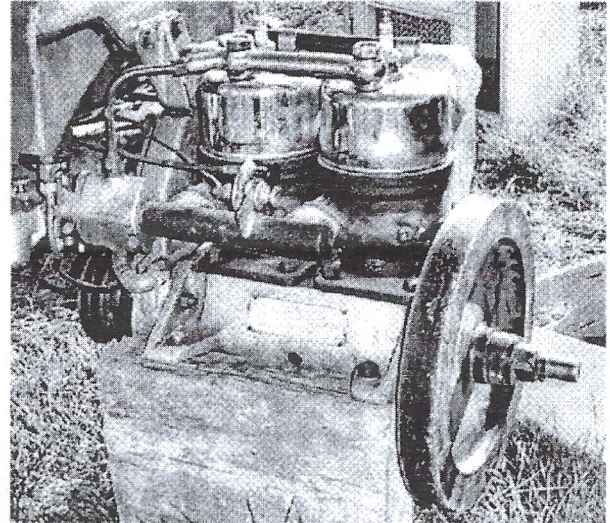
From 1912 to after the Great War, Fair's were simply importers of the American "Waterman" outboards, but in 1919 the Admiralty asked Fair's to look into the possibility of producing their own unit. The result was virtually a clone of the 1916 American engine & one may assume that the name "Watermota" was a nod to the originators.



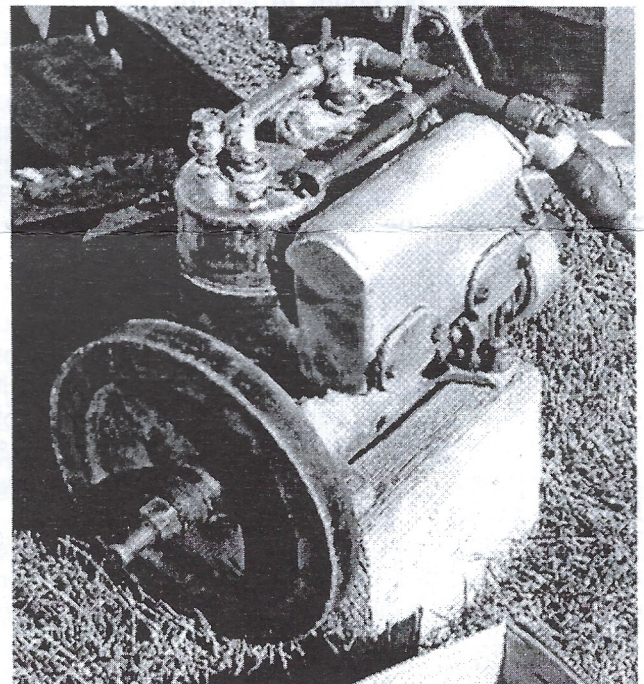
By the mid 'thirties, Fair's dropped out of outboard production, although they continued with production of the K series.

In production from 1910 (Waterman) to 1955, the single cylinder K1 turned in 3 hp & the twin cylinder version a predictable 6 hp, both at 1,050 rpm. The bore & stroke is 70mm x 760mm displacing about 300cc per cylinder. The single weighs around 45 lbs, the twin about 80lbs.

They are normally aspirated, piston ported two strokes and have no novel features that I know of, having plain bronze bush main bearings.



I've found pictures by Nick Highfield of a short barrelled chrome plated version looking very snazzy at a sale. Although the barrels appear to be shorter, they may just have shorter jackets to make room for deeper transfer ports.



Calendar of Events for 2007

Oct 6th Skittles and supper evening at Caxton Hall, Butler & Tanner, Frome. **Please order your Fish, chicken & chips in advance by phoning Diana on 01373 464982**

Oct 20th Event. Vintage Jumble - Cranmore station.

Oct 21st Event. Robert's Open Day. Mid-Glos EPS, Manor Farm, Sevenhampton. Engines etc needed Phone 01242 820408 for details.

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.

St. Agnes Rally

By Robin Lambert

Once again our long haul to Cornwall took place to attend the St. Agnes rally 17th to the 19th of August. I always look forward to this event as the stationary engine steward Chris Leverton puts the WSEC members together in the engine line, which is helpful if anyone wants to wander off as it always leaves someone in charge. Sadly, one of our group never made it this year as he was taken poorly only days before the event and admitted to hospital in a hurry, so we would like to say get better soon Mike Snook as we all missed you and Ann at the show. Writing this on 1st Sept, I hear on the grapevine that Mike is now back home.

Weatherwise, Friday was OK and dry for setting up but Saturday and part of Sunday saw driving rain with bitter cold high winds which meant I needed my old woolly hat, a Barbour jacket, two pairs of socks and wellies. We erected windbreaks and fishing brollies by the engines, which helped to defy the biting wind off the sea, all this in August - what on earth is going on? The actual show was not too badly affected by the weather as it drove the public into the large craft and model marquees and any under cover stalls. However, some stall holders packed up on Saturday, which left a few gaps here and there but there was still plenty to see.

It's always nice to meet up with some of Cornish club members and chatting to Kerwin Harris. He was a bit subdued as he could only attend this, his favourite rally, for one day as his wife had booked up for them to attend the Edinburgh tattoo on the same weekend (bad timing this Kerwin, your going to have to get your dates sorted) it was also nice to see Ivor and Sylvia Yeo walking around (he engines although they live on the Mendips! & it's funny how you have to go all this way to meet up.

Exhibitors couldn't camp close to the engines as they are behind metal barriers for safety reasons. It doesn't worry me as I've got used to them and they are handy to lean on if you are chatting to the public.

I did witness a near accident that could have resulted in serious injury when two giant shire horses that were pulling a cultivator broke away from away from their handler and galloped at speed up a long greasy slope past the stationary engines. The cultivator clipped a water tanker, spinning it round like a top and as folk were shouting out to keep clear. The horses did a right turn and came to a halt between some parked vehicles when confronted by a hedge. Fortunately, no one was hurt, but the look on the handler's face told it all as he ran after these two huge animals.

Sunday afternoon saw a marked change in the weather with sun and high winds starting to dry up the tacky field which helped no end as the exhibitors started to pack up, most of the WSEC contingent stayed on site until the following weekend - as the youngsters say, unwind and chill out!!!

Saturday the 25th of August saw us at the **Oldland Horticultural Society Annual Flower show** near Keynsham. This is an excellent venue with flower tents, stalls, vintage cars, music, and the civil war contingents complete with cannons, the sad news is that the playing fields might be up for development and this could perhaps put the show in jeopardy I hope not as this is a most enjoyable day out. The Bristol and South Glos S.E club organised the stationary engine section and had a most impressive line of exhibits. We took Stuart who behaved well for six hours then stopped owing to a seized magneto. Lots of help was on hand with Andrew and Martin Dry who promptly had the mag off the engine and back to their workshop. The news was bad - complete new innards were required but I had it back just one week later, all nicely refurbished so many thanks to them both for their help and assistance.

Chairman's Report

By Brian Baker

For the first time since I joined the WSEC there was no meeting at the Old Down Inn in August due to the low attendance in 2006 when only nine members turned up. Another event that saw a very low attendance of only twelve engines was the crank-up at Nunney Catch in aid of the BABE Appeal Fund, organised by Tony and Diana Davis. This was a pathetic response to this event when Nunney Catch usually attracts about 40 engines - where were you?. The engines were supplemented with Arthur's Jeep, Colin Bakers splendid pre-war Morris Eight Convertible, Bob Hallam's display of Memorabilia and Fred Biggs had a comprehensive collection of goods for sale, Oliver had his models on display and during the morning about eight motorcycles turned up that were taking part in a road run. The few members who did turn up enjoyed the event because it was a nice warm day, unlike the cold wind that often sweeps across Nunney Catch. The event ended with the usual raffle, this time organised by Diana, with the proceeds going to the BABE Appeal Fund.

The Committee are currently looking at the possibility of raising the amount of the insurance

indemnity from £2M to £5M, as some event organisers insist on this amount before they will accept an entry. If we decide to do this it will mean an increase in membership subscriptions as the amount we pay for insurance will be considerably increased. Also postage and printing costs have risen so I think an increase is inevitable. Watch this space!

Social News

OBITUARY

The club is sorry to announce the death of Henry Esain on August 30th 2007 aged 82 years. Henry was a Wessex member from the early days and until the last few years always attended club events and coach trips etc. He was the member who introduced me to the WSEC and invited me to attend my first meeting at the Old Down Inn where I joined the club and was introduced to the Chairman for the first time.

Henry was an excellent farmer who looked after his stock and his land with pride. He will be sadly missed by all who knew him. The club would like to offer our sympathy and condolences to his family. – BJB.

- Congratulations to Robin Lambert on getting free transport at last – we hope his bus pass will be of great use to him!
- Happy birthday to Kevin Phillips on 3rd October.
- A special "get well soon" to Mike Snook. Mike had a spell in hospital following a serious operation & although he is recovering well at home, we believe it will be some time before he is fully recovered. Our best wishes to you & hope we see you at a Wessex event again soon.
- Brian Verrall has recently had a cataract operation on one eye. This has considerably improved his vision & Brian recommends the procedure. Being now able to read a car number plate from the required distance once more, he looks forward enthusiastically to having the other one done in about six months.

From Tony & Diana Davis

Following our fund raising crank up at Nunney Catch on 9th Sept, we have sent a total of £129.13p to the Children's Hospice South West in Wraxall, nr Bristol. This came from £72.00 from the raffle, a £50 donation from the Camerton Village day and £7.13 in cash from the churn.

We must thank those of our members who did take the trouble to turn up, but with only 11 engines on display, it was the smallest crank up WSEC has run at the café – the weather was good, a first class roast dinner available – where were you all?

As a result of the poor financial returns over the last three years, we have decided to pack in the fund raising, there must be others out there who could do a much better job. We will, as with all other club events, give any help & support we can if asked.

WANTED

Enthusiasts willing to give some time and labour to running a vintage rally. This will not be a WSEC event, but financed and organised by myself. All I need is around twelve men & women to assist me. It will be run in aid of a charity and be open to all classes of vintage exhibit. If you have some time & enthusiasm, give Eric Gay a ring on 01225 754374

Blagdon Country Fair 26* and 27* August

By Robin Lambert

Not too much to say about this as it never took place stationary engine. Organiser Brian Taylor informed would be exhibitors that the event had been cancelled and was not sure why. It's a shame as I attended last year and had a great day out at what could only be described as a good old fashioned country fair. Hopefully, it will be back next year.

Berkeley Show, ABH Monday 27th August

By Robin Lambert

With Blagdon cancelled I was invited to bring an engine along to this event and with *Stuart* poorly, I had to dig into the stores to see what was available and loaded up my 1.5hp Ruston Hornsby and an old Geryk vacuum pump. I knew my way to Berkeley within three miles of the event and had pre arranged to meet up with Carol, Kevin and Phill to help me complete the journey to the site. It was actually right under the gaze of Berkeley Castle and I believe was the same site that the Lister-Tyndale rally used earlier in the year.

I thought before the show got going I'd have a stroll around the castle grounds and walked up the village high street to the entrance, but found it wasn't open until 2pm, I thought this was a bit late and wondered how many like me turned on their heels and walked away.

Back at the field I had a quick look around the show. It is mainly horse orientated there was a lot to see, the stall section was excellent and although there were many what I call upmarket stalls, there were also less expensive ones from clothing to antiques, lots of charity stalls and fund raisers were trying hard to further their cause. The food vans here were excellent and were always kept busy.

Around twenty stationary engines were on display and a stream of public filed past our exhibits. Several Wessex members were here. Bob Lodge had his Three Mule Team Amanco on display, Angela & Richard Gill had their small Stuart which was having a few running problems which Richard soon sorted out. I noticed that he had a novel way of starting the engine with a battery powered drill which was much easier than a rope pull, Carol and Kevin Phillips took along their old 5HP Victoria and I had to smile when I read the information sheet it said its owner was still refusing offers of free paint to smarten it up as he preferred to keep it as it was during its working life! I thought to myself "that sounds familiar".....