



CRANKING

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

The Wessex Stationary Engine Club's monthly newsletter

From the Sump

We are bowled over by the first class response we've had so far! Over sixty members had responded when I wrote this in the middle of September and it is clear that our members are passionately concerned with the well-being of the club. With a membership of over three hundred souls, so far some twenty percent have replied. What these members have written will be collated and statistics prepared. A précis of their comments will also be made. These will be submitted to the October committee meeting for their consideration. If you have not already done so, **you only have a few days now to complete & return the questionnaire and the deadline will be first post on Monday 6th October next.** Don't let this opportunity slip by of having your voice heard! Results of the questionnaire will be published in the October Newsletter.

The time approaches when many will be putting away their engines for the winter. I always make a habit of running the carburettor dry of fuel & draining whatever is left in the tank. Modern fuels don't take kindly to sitting around for months & fresh petrol is always a good idea for the first start of the season. Take the end cap off the magneto whilst the engine is still warm and waft a little air over the points – "fan it with yer hat" as my uncle Bill used to say! Ozone is a corrosive gas & is manufactured when the points spark slightly at opening & closing. Trapped in the points chamber, it will eat away at the smooth points faces, both corroding them and building up an oxide layer. Rotate the engine to top dead centre with the valves closed & grease & cover the exposed bore of open crank engines.

Security should be second nature as our Iron Charges get ever more valuable. Look at your workshop with the eye of a thief – how would you get in if you lost the key? If you can, so can others. If you have a main door, put your heaviest engine up against it, jack the trolley up on blocks and remove the wheels. Hide them or better still put them in another place entirely. Naturally, you've made a note of all the serial numbers, taken

Moving the Metal

For sale

Lister A type, 1925 single flywheel, angled exhaust caged valves, Rally condition with original maker's cooling tank & three way tap etc. Trolley needs much attention. £340 ono.

Wico A series magneto. V good condition with impulse unit. £35

Vauxhall Vectra. 120K, top of the range, excellent order. Sold with new MOT at time of sale. £890 ono

All above, phone Eric Gay - 01225 754374

BSA Winged Wheel, Circa 1052. Fitted to ladies dropped tube frame. Barn fresh, 90% complete, magneto reworked. Needs TLC – offers invited.

Phone Peter Stacey on 01373 47328

benstacey@aol.com

WANTED Oil filler/drain for Ruston PB 1.5hp.

Phone Richard Gill 01934 517322

WANTED Triumph twin WW2 genny or parts.

"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

This column works – four engines sold here last month

Let's have your engine and similar stuff that you have for sale up here for a month before putting it in SEM – you might see it at rallies if sold locally!

photos from various angles & written brief notes on unusual features & identifying marks – chipped castings & the like.

I've just rebuilt two modern 240 volt 2.2kva generators at a very reasonable cost. Usually, when the genny stops producing current, it is cheaper to replace it than fix it. A modern (last fifteen years or so) generator has standardized tolerances, bolt sizes and fitting dimensions. If anyone would like details of a reliable & honest chap I've come across who has a whole container load of old, new stock alternators etc, I'd be happy to pass on his contact details. Usual disclaimers, of course.

Go & fill in your questionnaire NOW!

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.

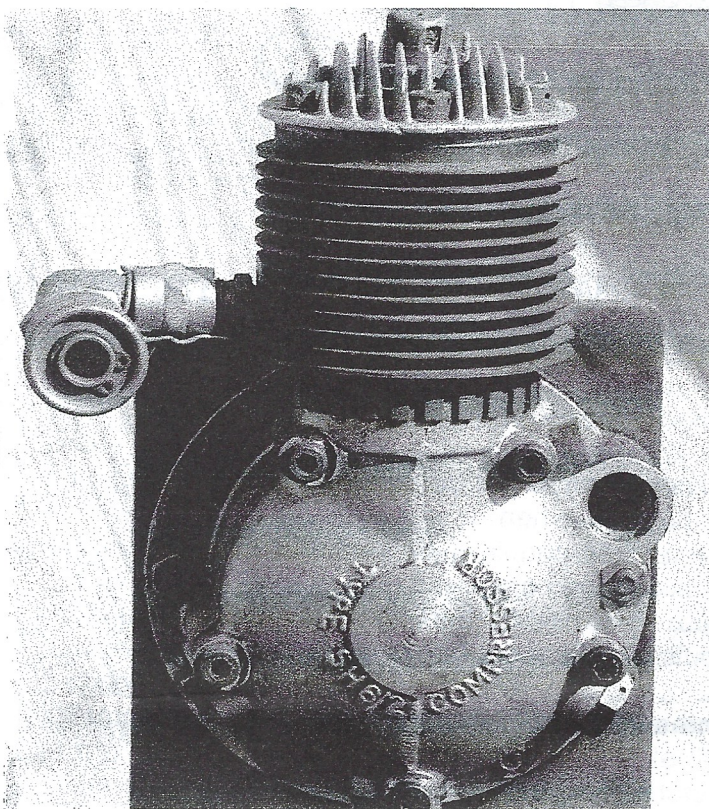
Featured Engine No. 20

Well, little WW2 compressors - by Kim Siddorn

Considering they are at least fifty years old, it is a little surprising that one so often one comes across small finned cylinder compressors at engine jumbles & the like. There are two basic types, a BT-H and A.N. Other. They both have interesting features, they are fairly easily available and an ideal thing for small stationary engines to drive.

Both were fitted to (for instance) the rear of a Rolls-Royce Merlin B bank cambox and many other less illustrious applications, including the ABC APU flat twins from about 1935 onwards.

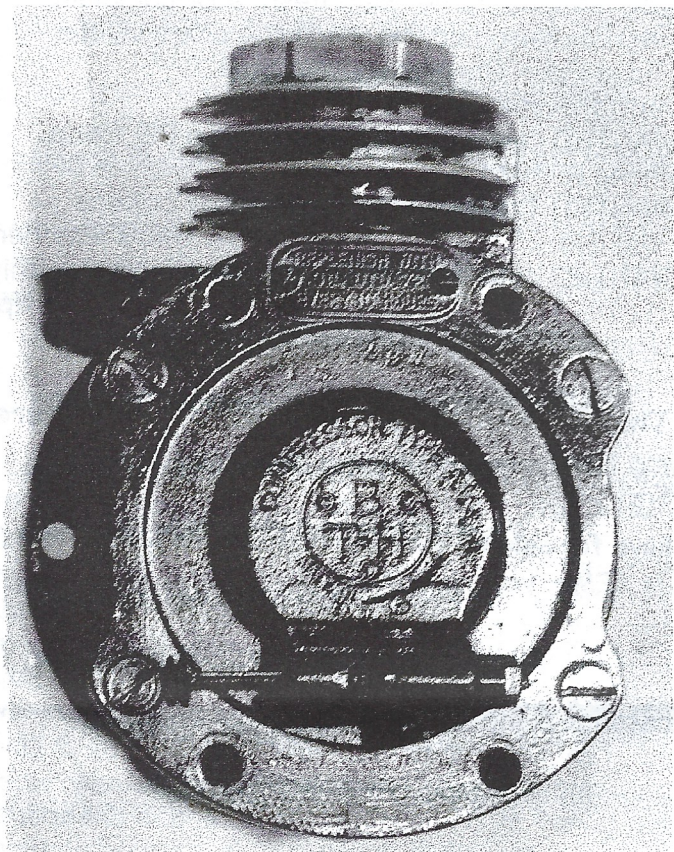
The B. T-H has a coarse finned cylinder that is cast integrally with the crankcase, the large hexagonal "cylinder head" carries the legend "300PSI" and screws direct into the cylinder. Removal of the crankcase side plates reveals an odd arrangement where the crankpin (big end) is carried eccentrically in an aluminium block which slides up and down in bearings cast into the crankcase.



were never intended to carry lubricant in their crankcase, but must have survived on splash from cambox or gearcase, there being a ring of four slots to facilitate this in the inner crankcase wall. This inner wall supports a big (2" across), thin shell bronze bush and the other mainshaft is supported by a ball race in a blind housing. The crank itself is boringly normal except that the conn rod is cast bronze.

The aluminium piston has an automatic valve in the crown, two rings and runs in a fine pitched, one piece, finned steel cylinder of all-machined construction. The slim, die cast, finned aluminium cylinder head with its automatic inlet valve is secured to the cylinder with six Allan screws & has a thin lead gasket. It is fixed to the crankcase in an ingenious way. There is a female ring machined in the top of the crankcase halves & this accepts a male ring that is part of the cylinder, requiring assembly when the crankcase halves are fitted together. Above it, there is a fine thread to which is fitted a toothed, internally threaded brass ring that tightens against the crankcase mouth, pushing the cylinder upwards. The cylinder can be turned anywhere in 360 degrees, allowing great latitude in fitting the outlet.

When stripping, the bearing can be eased out of its housing given a little heated persuasion. The cylinder cannot be lifted off, piston & bore being of double diameter like the Dunell motorcycle & some larger compressive cousins. By dint of unbolting the big end of the conn rod, the piston can be removed from the top of the bore. The valve in the piston crown connects the space above the piston with the annular space where the diameter changes and the outlet valve connects with this. So it is in fact a two-stage compressor in one cylinder - very cunning!



The other type that one sees (top right) is quite different. I've never found a makers mark, so I'd be delighted if someone can tell me who made them.

One I have has been modified with the addition of a splined shaft and an outrigger bearing mounted in a 3/8" thick steel plate. It can be driven by a small engine or electric motor and there must have been many thousands so modified in the post war years - I've got five of them and I used to think they were rare! Whilst cleaning it, I found the usual host of AID numbers & the Air Ministry symbol.

It is obvious from their construction that they

Calendar of Events for 2008

Oct 11th. **Skittles & supper evening** at The Royal Oak pub, Corsley near Frome. 7.30pm. Phone Diana (01373 464982) to book your supper by 7th Oct at the latest. Sausage & chips - £3.95, Sausage & mash, £5.75. Veggie lasagna & chips - £5.95. Ham, egg & chips - £5.75

Oct 18th. **Event.** Wessex Winter Sort out at Cranmore railway station yard. Food at more realistic prices!

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 *(printed as received)*

Not much to report this month due to no club events or club meeting. It seems a long time between the meeting at the end of July to the next meeting at the end of September. It was only recently that the committee decided not to hold an August meeting because of one badly attended meeting, when not many members turned up. I think this decision was a bit hasty considering we had been having an August meeting for the previous thirty years. I would like to hear from members their thoughts on this subject. Thanks to our secretary Arthur we have already compiled next year's programme of meetings & events. The committee are currently looking at insuring the club with another company which would result in a saving on the premium that we pay at present.

Letters received for publication

By e-mail

We have been club members for about five years & always attended the Clutton Rallies. Now that was probably only about two or three, but we were also there to help set it up. We will not attend the club rally at the Haynes Motor Museum because it is too far. Just look at the numbers at Clutton & the attendance at Haynes - to me that speaks volumes. It should be possible to hire a field locally - perhaps in the Chippenham, Frome & Trowbridge area and we hope that will be in 2009. **Mike & David Adlam**

By post ...

I would like to reply to Gloria Carps letter of discontent, put the record straight and correct the inaccuracies in her letter regarding recent club events. Firstly, Haynes gave us several dates during the year when they hold special events and we could even have gone there when there was nothing else on. The committee chose the weekend of 14/15th June partly because it was Father's Day and partly because there was already an event taking place

there that we thought our members would appreciate. The same situation arose a few years ago at Clutton, we could have the whole empty field or combine our event with the flower show & I am sure most of our members were happy with our choice.

Gloria asks why we are raising money from raffles and jumbles: the answer is simple - income from our Membership Subscriptions does not cover the entire running expenses of the club.

All this was explained at the last AGM - but it is of course possible that she was not there. A statement of account was presented there & if Gloria wishes, I will arrange for our Treasurer to send her one.

I cannot imagine why has Gloria singled out Brian Baker "to be fair to everyone". He is a hard working chairman who - along with the committee - does his very best to keep our club "on the road". Brian has a vote when decisions are made and is as entitled to voice his opinions as the rest of our committee.

If any member of the club would like to steer the club down different paths, the AGM is the place to do it.

Robin Lambert

Strawberries & Steam

Rally at Lotmead Farm, Lower Wanborough Wilts.

By Eric Gay

I have been to two new rallies this year. They have both been running for a number of years quite well without me, but I thought I might as well enter them and see what havoc I could cause. The first of my new adventures was a trip down to Dorset to the Rally at Shillingstone. This is a well run event with something for everyone with a large number of Wessex members in attendance. The engine line up was large with some very big engines on show - and when I say big, I mean tons not hundredweight! There were steam engines of all sorts, commercials, cars, motor cycles, and many static displays. I won't bore you all with details of engines and exhibits I will just say if you want to attend a well run event, you could do worse than enter this show next year.

Wanborough was rained off last year but this year saw me heading for Wiltshire. Not easy to find as I got lost, Don Rodgers got lost and a few more I spoke to got lost too! We found it in the end & a grand weekend. The engines were set out in a large circle with caravans parked just away from the engine ring. This made for a well laid out display area with plenty of room for everyone (Abbey Hill take Note). Present were Pete Gear and me from Trowbridge and Don along with Roy Sandford, Wessex was again well to the fore (is it not time we ran an event like this for our members) and around seventy engines ranging from Blackstone to JAP were on display with most running without a stop all weekend. A good selection of commercials including the two Edwards' Scammells, a very fine collection of

vintage cars (two very big Yanky jobs - I'd would not want to fuel those) and an interesting display of classic & vintage motor cycles filled the allotted area.

Moving on down the site you first came to a marquee filled with chickens, chicks & roosters (*what, no eggs? - ed*)

Next port of call traction engines with a good many I had not come across before, two rollers caught Maureen's eye & mine because we could remember them when they worked for Barns of Southwick near Trowbridge. Barns and my late grandfather laid the first metaled road in Trowbridge. Needless to say the camera worked overtime. Then onwards towards the lower end of the site to view the model steam exhibits, two that stood out were a Foden 6" scale steam lorry and a 6" scale traction engine. Anyone want to buy a collection of stationary engines? I'd just love I would just love a model traction engine, but one must make do with what one has, I suppose.

A display of radio controlled model boats was put on by the Swindon Model Boat & Engineering Club, with many motoring about on the lake, the steam models of course taking my eye. In an adjacent field model aircraft also put on displays.

What's a rally with out a few junk stalls to rummage through? I had a look but was out of luck.

Maureen was sent off with Christine to do some strawberry picking and they went down a treat with cream on the Monday evening, a fine end to great weekend. Next year, why not come and join us - I'll be there, God willing.

Somerset Steam Spectacular & Country Fair 18th - 20th July by Eric Gay

This is one I rarely miss & have been going for many years. Always a good show, the event this year was great, the best for some years.

I arrived on Friday morning to find the engine line back along the side fence at the lower end of the site right where the general public came through the pay gate. This made us lads with engines the first vintage exhibits the public saw and all the weekend I had none stop interest in the engine and I was not the only one. It is a long time since I have seen such a large attendance at a rally just like it use to be, may it long remain. With such a large turn out of engines it was good to see such a large number of Wessex Members supporting this event it just goes to prove that they will turn out to rally a a good event. There were some really lovely engines on display, I will just list a few so that I don't bore you too much. It was so nice to see Doreen Taylor displaying the 1919 Blackstone what a beautiful engine. Close by was Ted Scott with his Blackstone, overshadowing a certain Petter Apple Top - perhaps this is why it played me up a bit over the weekend. Ed. Thorn had the 1903 Michigan National on show (hope you are feeling better Ed.) and John had the 1914 Hornby

portable running all weekend like an expensive watch as always, Ivan Sparks from Street had a very nice Ingeco oil engine this is only a small selection of a very fine display of engines.

Tractor pulling has never filled me with any great interest but when they go off with a very large bang you have to feel sorry for the owner as this must cost a mint. Myself, I'll stick with my engines.

With sixty five commercials, thirty one military vehicles, fire engines, Land Rovers and eighty vintage cars at the show as well as a fine turn out of steam exhibits, motor cycles, Reliants, model steam and close on ninety tractors, you can see that its a great show that is very well organized and attended.

Now, most of you must know my liking for Steam Engines so I am going to bore you by listing some of the engines on show and remember they are all on the move all weekend long just like a mini Great Dorset Play Pen. The Burrell road locomotive Duke of Kent 1914, (DCC, double crank compound) spent much of WW1 hauling wagons of troops and supplies on Salisbury plain, later working in a saw mill. Its last job before it went into preservation was hauling bricks and building materials - one lovely engine. Now, many of you will know the history the Burrell crane engine Old Tim which was built in 1910 and how she worked day and night during the first world war, again, a DCC engine and in lovely condition. One engine I have not seen for some time was the Burrell Showman's road loco. King of the Belgians built in 1916 she first went to Chard to the Sidney Melhuish company where she was used for timber hauling and threshing. In 1922, she was sold to Whiteleggs of Cullompton returned to Burrell's and rebuilt as a showman's engine. In this form she worked until the mid 1950s & was laid up at Cowick Street in Exeter until she went into preservation. This just give you a small insight to the Low Ham rally. Why not give it a try next year?

Now can I ask for some help please? Is there anyone in the club that can rebuild an armature for a very old 50 .volt dynamo? If you can help, please ring 01225 754374.

Southwick & N. Bradley Scout Fete - 28th June By

Tony Davis

I turned up at the playing field mid morning as I had the job of setting out our engine display area. As the event was advertised at the club meeting, I was very disappointed at the poor turn out. We always used to have a good line up of engines, but now going to the trouble of handing out entry forms seemed to have been a total waste of time - why do people take them with no intention of turning up?

We shall do it again next year as it is all for a good cause. The scout master came round himself to shake our hands and give us a plaque which was a nice end to the day.