

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

September
2012

Thirty fifth year
of publication

www.wessex-sec.co.uk

From the Sump

Tom Bishop's extensive collection was sold by auction at Limebrook Farm on Saturday the 8th Sept. Eric Gay reported that it was not well attended and the prices realised must have been very disappointing for the vendors, some real bargains selling for small sums as there appeared to be no reserves.

Peter Harris – a sometime member of Wessex SEC – has closed his museum in France and has another load of things to bring to the Wessex Sort Out at Cranmore on October 13th. He has for sale a 1940 Petter/Sykes engine, a 1928 Lawnmower, a Villiers 110V Generator, a 1960 Wolseley Rotavator, a number of old 1900's coach lamps plus a few bits & pieces, tools, books etc. All are in good condition, They are open to any sensible offers and his last visit in the spring was just a delivery drop off! Peter's phone number is 0033 297755627.

After the incessant rain of the middle months of the summer, these last few weeks of pleasant autumn days are a real pleasure to our poor, soggy souls! What a simple joy to drag an engine out that hasn't seen the light of day for several years, clean its plug and splash a bit of fresh petrol into the tank. It always surprises me how well our old iron survives benign neglect and as long as the tank was dry when it was put away, the tap corks oiled and points cover left open, they will go for years awaiting their next call to duty. It does depend, of course, on their residing in a nice, dry store with spiders for company. Not slugs and woodlice, you see, as spiders like dry places.

It's round about now I look speculatively at my iron charges and consider if I should take the magneto off for its winter hibernation in a nice dry plywood box in the airing cupboard.

Robert's Engine Open Day

Manor Farm, Sevenhampton, Cheltenham, GL54 5SW
Phone, 01242 820408.

Sunday 14th October 2010. 11.00am to 4.00pm
Stationary Engines, Tractors, Museum and Displays. Cart Horse Working. Motor cycles.

Moving the Metal For sale

Mike Snook is reducing his collection
Collection of FIFTY '60's chain saws. Must go as a job lot, offers in the region of **£250**

Lister CS3-1 Diesel. Engine only **£310 ono.**

Kohler-Newton ex GPO 24 volt generator. Runs on gas and with bag. **£45 ono.**

Ruston Hornsby 1VTH Diesels x 2. One complete plus one for spares **£160 ono.**

Petter PH2, with clutched hydraulic pump.

Petter PH1. Petter AVA1 (ex dumper engines).
£110 each ono

All above, phone Mike on 01761 413426

Lister Junior. Runner, nice condition, original trolley.

The David. Small belt driven Compressor.

Phone Mike Upton 07595 421409 **£280 the pair**

Lister 'D' on good trolley. Fair runner. **£75 ono**

Petter A1 on good trolley, partial restoration. All complete with good Magneto **£55 (prices reduced!)**

Petter A1 parts. Block/Crankcase/ Flywheel/ Casings & Brass plate /Fuel tank **£30**

Pulley 12" Dia 4" Wide 1.425" (36 mm) Bore. **£15**

All above Phone John Light 07885 466464

Farmborough

JAP 55. The very unusual air cooled twin cylinder engine. As far as I can see, it has never been more than test run. Rare one to rally! **£100 ONO.** Swaps with smaller engines considered.

Phone Kim Siddorn 0117 964 6818

WANTED

Wanted; 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

Tilley lamps – WHY?

Phone John Ivens 07812 385536

Vincent industrial engine powered compressor.

Pultra lathe or parts. 1510 Or 1710 considered.

B T-H Competition magneto. For my cammy Norton. Anticlockwise from the points end. Thick base preferred although not essential. Good price paid for the right magneto!

Phone Kim Siddorn 0117 964 6818

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.

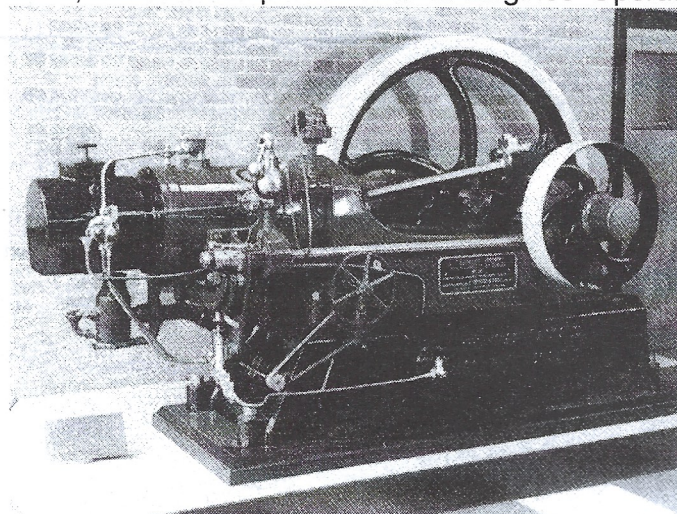
Featured Engine No. 69

The Akroyd Oil Engine - By Ray Hooley

Reprinted by courtesy of Peter Forbes from his excellent website.

Herbert Akroyd Stuart was born in Halifax on the 28th January 1864. His father, Charles Stuart Akroyd was a Scotsman from Paisley, who established the Bletchley Iron & Tin Plate works at Bletchley, Buckinghamshire. After working for a short time as a Junior assistant in the Mechanical Engineering Department of the City & Guilds of London Technical College, Finsbury, London, Herbert joined his father at Bletchley and immediately commenced experimenting with oil engines.

His first patent was taken out in 1886. Others followed, jointly with Charles Richard Binney. Their first really important patent was No 7146 of May 1890, entitled: "Improvements in Engines Operated



by the Explosion of Mixtures of Combustible Vapour or Gas and Air". This patent describes the World's first compression-ignition engine (*photo 1*).

It describes how, after the combustion chamber or vaporiser has been externally heated by a blowlamp.... "the induction stroke which is the first outward stroke, instead of drawing into the cylinder a mixture of hydrocarbon vapour and air, simply draws in pure atmospheric air. The compression or first return stroke compressing this air into the pre-heated vapouriser, and at the desired part of this compression stroke, the supply of liquid hydrocarbon is forced, in a spray form, on to the heated vapouriser which almost instantly changes it into a gas, it combines with the heated air; automatic ignition takes place and propels the piston which forms the working or second outward stroke".

The system is known as solid injection, and is the principle used by most modern diesel engines.

Patent No 15994, of October 1890, stresses the importance of isolating the combustible charge in the combustion chamber which is connected to the main cylinder by a narrow passage. Correct timing of the introduction of the liquid fuel ensures the prevention of pre-ignition.

Several experimental engines were built at the Bletchley factory. One of these was installed at the offices of "The Fenny Stratford Times", another to

the local waterworks and a third to the brush factory of Messrs Cooks. The quality of engineering on these engines was rather poor, and so a batch of four were ordered and built by George Wailes & Co., Euston Road, London.

There are no known survivors of these early Akroyd engines.

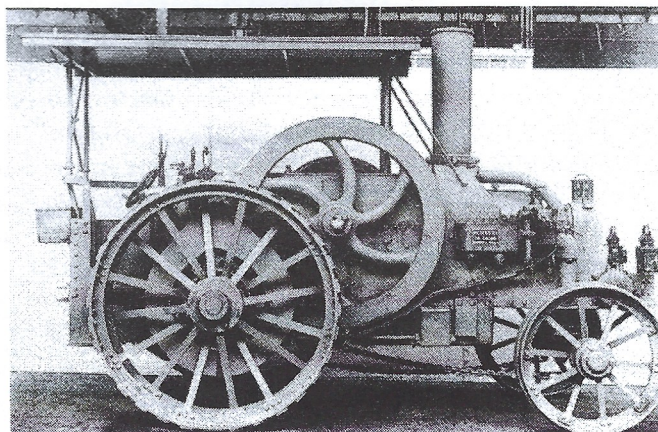
In 1891, Akroyd-Stuart realised that the engine was ready for quantity production and he needed to find a company with the facilities to do this. Richard Hornsby & Son, at Grantham were offered the manufacturing rights. They took the advice of their Chief Engineer, Mr Robert Edwards and agreed to develop and market a Hornsby-Akroyd engine on a royalty basis. Two of the Akroyd-built engines were exhibited by Hornsbys at the Royal Agricultural Show, in Doncaster, in June 1891.

The first production Hornsby-Akroyd, No 101, was installed, together with No 102, at the Great Brickhill Waterworks, at Fenny Stratford; leaving the Grantham factory in May 1892. They worked regularly until 1923, when No 101 was purchased by Mr Evans, a Bletchley timber merchant. In 1939 it was returned to Hornsbys, who restored it and preserved it as a museum piece. It was kept in the entrance to the Research & Development Department of Ruston-Paxman Diesels, at Lincoln, under the care of Ray Hooley, but it has now believed to have been shipped to Germany following the take-over of the Ruston business by MAN group.

The Hornsby-Akroyd was an instant success, and a total of 32417 engines of the type were built. Its uses were numerous, and it was produced in both horizontal and vertical form, stationary and portable. It was used to power the first oil tractor in 1896 and the first oil locomotive, also in 1896.

A 20hp Hornsby-Akroyd engined tractor was the World's first caterpillar tractor, in 1905. Ray Hooley has a unique movie film of early Hornsby chain (caterpillar) tractors, filmed in 1908, including views of the Hornsby-Akroyd engined machine.

The Hornsby-Akroyd passed through three main phases:- pre 1905, 1905-1912 and 1912 onward. Separate instruction books and parts lists were published for each type. Ray Hooley possesses copies of all publications issued. Ray also holds the records of all engines sold by Hornsbys.



Calendar of Events

Key. CN = Club Night. CU = Crankup E = Event

Sept 29th. E. Club visit – restored cider press at Woodland House Farm, West Pennard, Nr Glastonbury. BA6 8LQ.

Oct 6th. (Sat) Skittle Match at South Parade club, Frome.

Oct 7th. (Sun) CU at Evercreech Junction, BA4 6NA.

Oct 13th. E. Wessex Autumn sortout at Cranmore Station Yard.

Oct 29th. CN. Other Hobbies evening.

Bring stuff along to illustrate a table display or talk about it!

Nov 12th. (Sat) Autumn Enstone Sale.

info: Anne Harris 01367 810415

Nov 26th. CN. Photo presentation by the members. Bring along ten photo's or slides. Prize for best effort.

Dec 2th (Sun). CU. Antifreeze Crank Up at Nunney.

December – No meeting this Month.

Dec 27th. CU. Mince Pie Crankup at The Court Hotel. All events are listed in good faith. You should always ascertain if an event is taking place before you go. If in doubt, ring Brian Baker on 01749 342671

Chairman's Monthly Report

by Brian Baker (*printed as received*)

The monthly meeting at the Court Hotel on August 20th had a quiz as the evening's entertainment. I had compiled a quiz of one hundred and twenty questions on general knowledge and several other topics. Due to the fact the meeting was a week early due to the following weekend being a bank holiday the numbers attending were down, as some members forget the earlier date, also it is the holiday month for some. However about fifteen members took part in the quiz, and the member who answered the most with a score of eighty eight from the one hundred and twenty was Michael Jennings, who received a bottle of wine for his superior knowledge. The sad thing is Michael tells me he is leaving Temple Cloud to live in Cornwall. His wife Eileen is already living in Cornwall in a care home as Michael can no longer cope with her illness. We wish them both all the best in their move, which will be near members of their family. And we sincerely hope to see you in the future. Michael will continue to be a Wessex member and will keep in touch via the newsletter.

Subscriptions 2013. Due to the substantial rise in postage rates earlier this year the committee have reluctantly had to raise the subscriptions for next year. The committee is very aware that money is tight at the moment, but this is the first rise for a few years and as we are running the club on your behalf we have to balance the books. I truly believe the subscription to this club represents terrific value for money taking into account the Monthly Newsletter, The five million insurance cover, and the comprehensive programme of events and meetings throughout the year. The 2013 subscription will be -

£12 for a single membership, £15 for a double membership, and junior members under 18 just a £1.

Skittle Match. The skittle match at the South Parade Club Frome takes place on Saturday October 6th at 7-30. This is a very popular event in a very pleasant venue. If you intend attending would you please ring Diane Davis on 01373 464982 with your requirements for supper, fish and chips, chicken and chips etc.

Next Year's Programme We are currently compiling next year's programme of events. If any member can do a talk, slide show etc, or if they know anyone who can, would they let me know on 01749 342671,

New Event

Sunday 7th October Crank-Up at Evercreech Junction Industrial Estate BA4 6NA. 9am to 5pm. This is on the A371 just south of the Bath and West site. There is a café on site for hot meals and drinks, also water on site. This is being organised by committee member's Herb Gane and Brian Coles. Any queries ring Brian Baker on 01749 342671.

Club Visit

We have been invited to attend the viewing of a restored vintage cider press by member Kevin House and his uncle Trevor who owns the farm. They will be pressing apples and hopefully we can sample the results of a previous pressing. This visit will be on Saturday 29th September at 6pm. The venue – Woodland House Farm, West Pennard, Nr Glastonbury. BA6 8LQ. This is limited to around thirty members, so if you intend coming give Brian Baker a ring on 01749 342671.

Stonham Barns and the Thursford Collection

By Robin Lambert

After seeing an advert in the S E Magazine I thought it would be nice to exhibit at a show we had not been to before and with exhibitor pass in the van we made our way to the Mid Suffolk show ground, its quite a distance from home to the show around 230 miles and to justify this huge distance it was tied in with a family visit only 10 miles from the event.

The Showground is part of a complex known as Stonham Barns which has Shops, inc Antiques and Collectibles Fishing lakes, Restaurant, Garden Centre, Camping and Caravan Park, Birds of Prey Area and even a Golf Course plus much more.

We arrived on Friday. off loaded and set up the Crossley and old Mocyc and was surprised to learn that only three stationary engines were entered and the other two never turned up ! So there I was all on my Ownsome between an outdoor clothing tent and a tented display of garden machinery!

But I must say we had a great time here meeting lots of new people, exchanging memories and chat from days gone by. There was plenty going on with ring events, motor cycle displays and Land Rovers being put through their paces over earth mounds and through swamps.

A rain storm on Friday night flooded the Fairground area and this had to be pumped out next day which the vintage fire crew who put their equipment to good use and lowered the water level. This was an event I would certainly attend again but would probably be better placed in with the Miniature Steam Engines.

After the show had finished we dropped off our trailer and headed up into Norfolk. It has been around 15 years since we last made a visit to the Thursford Collection which is housed in a remote area just north of Fakenham. If you are in the area this is well worth a visit. Created by the late George Cushing and now run by his son John, this massive complex will take a good six hours to observe, or all day if you stay for lunch. The huge buildings contain dozens of steam engines, around twenty stationary engines including a very rare Brown & May from Devizes. All these machines are restored to pristine condition as are the vast amount of Fairground organs are installed around the halls' perimeter, all synchronised to play one after the other.

A giant Set of Gallopers is up and running for anyone who would like a ride and this is all complete with its centre organ to add to the thrill. Twice a day a giant Wurlitzer Organ raises up from a giant stage complete with organist to entertain visitors in some 200 odd ex cinema seats for them who want to rest their legs and join in the rare opportunity of a bygone age. New here is a Fantasyland Building which must be a magical journey for children, and big ones too!, it must be based on a Disney Theme Park Set and as you meander through the snow covered tree lined avenues, Birds, animals, and all the fairy tale characters children love come to life. At Christmas Time here they put on 82 concerts which is mostly sold out by January the previous year! Many tickets are taken up by tour operators, so you have to move fast if you want a seat. Just a few facts which go into this show: 1500 seats are installed, six electricians take six weeks to prepare the lighting, 250 girls are auditioned for dancing jobs of which 22 are chosen, 250 singers are auditioned and a full size orchestra engaged. So, if you are ever in the area and want to see something different this is the place to be.

After our tour here we moved on up to Sheringham and had a ride on the Steam Railway back down to a small town called Holt. This was one stretch of line which fell under Dr Beechings axe back in the 1960s and is now a very popular tourist attraction, again a worth doing trip if you are up this way.

Well, with a few more days taking in Cromer and Great Yarmouth it was time to move south to exhibit at Ducklington Nr Whitney. But there was a fly in the ointment - the show was cancelled. Never mind you can't win em all !!

Stockbridge Working Weekend, 8/9th Sept By Alan Vickery

Regulars will know that the Stockbridge Working Weekend relies on farmer Dave Burnfield for our venue, depending on what fields he has free at the time. This year he did us proud with a site occupied by the Romans 2,000 years ago. Not surprising given the awesome views from all aspects of this prime spot, not only for our rally, but for his own wedding on the Friday. Congratulations to Mr & Mrs Burnfield. The celebrations were enjoyed by guests and rally folk in the marquee, some of the stationary engine boys putting on a lighting display at the entrance.

Saturday dawned bright and hot and the show got under way. Visitors could browse the many and varied stalls as well as some car boot. There were quad bikes, hurdle making, racksaw demonstrations and several miniature steam engines with Alan and Lin Smith with their road roller Churchill, complete with living wagon.

Over 30 tractors ploughing, some going off on a road run during the afternoon. Approx. 50 stationary engines with their water pumps lighting displays, flour mills etc. Many of these were members of the Wessex SEC and the Sussex, Kent & Weald club. Many thanks to them for their support in these hard times to come all that way, it is very much appreciated. Saturday night, some of us set up lights for a couple of hours - Christmas came early this year!

Sunday, hot again and everyone settled down to enjoy the displays on offer and take in the views all round. You can't buy vistas like we have in dear old England, our countryside is the best. On Sunday morning we were saddened to hear, of the passing of our very special and dear friend, Betty Holloway. Betty and Bert and family have been regulars on the rally circuit, for over 40 years in their converted ambulance, She will be greatly missed by us all, especially her ready smile and cups of tea.

In closing, a mention for the Malcomson family who, once again did a great job setting up the car park and directing traffic. It's not a five minute job, it's the whole weekend. It's a lot of hard work setting up a show, and it takes team work to bring it all together, maybe a few more club members would like to get involved [HINT] and to clear up after, so that the local wild life don't go sifting through our rubbish.

This year has been the best ever! Thanks to the public, who did us proud and the Air Ambulance that will benefit as a result. Once again, a huge thank you to everyone from me, Barb, (I make the tea) Alan (Keith) the s/e marshal and Ray. See you all next year!

Organized and run by the Upper Test Valley Vintage club in aid of The Hampshire and Isle of White Air Ambulance service.

Shapwick School Day

By Robin Lambert

Wednesday 4th July was the day a handful of club members took along a nice variety of machines to set up a working display for the students of Shapwick School. The event exhibited not just stationary engines but also vintage tractors, motorcycles, cars and commercials.

Our little section was organised once again by Ed and Gloria Carp who had us set up on the lawns of a beautiful old Manor House that is now run as a School for children who suffer from Dyslexia, Dyspraxia and Dyscalculia. The aim of this event was for the one hundred or so pupils at the school to mingle amongst the exhibits in groups of five with a set questionnaire and required talking to the exhibitors to find the answers. Their ages ranged from eight to nineteen and what a pleasure it was to answer their questions. Well, as we all know kids can become easily bored, we set them a few tasks like using a 3ft long auger to drill lots of holes in 4in timber. They enjoyed this even though some were left with blisters on their hands! We had "empty the bucket of water with a war time stirrup pump with no squirting". As you can imagine, this went in one ear and out the other. The task which proved most popular was for the smallest member of the group to see if he or she could pull along the other four pupils all on their own. What we had in place was a set of pre world war one 4 way rope blocks anchored on the tow hitch of my transit and the one pupil could just about pull along the other four. As we know, kids are smart and in no time the numbers pulling increased to around twenty which meant we had to block the vans wheels to stop it being dragged across the lawn and out the school entrance! We had a very enjoyable day here meeting the students and their teachers and I hope we can do it all again next year.