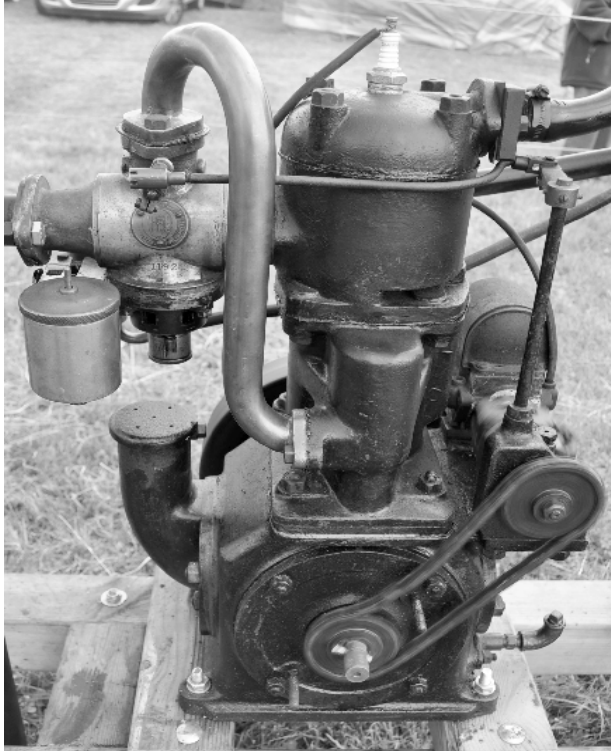


Featured Engine No. 42

The Record Engine - by Kim Siddorn

At the Wessex Midsummer Vintage Gathering there was a plain black engine on an unvarnished & plain looking stand. However, technically it was for me the most interesting engine present. Exhibited – but not owned – by Geoff Davies, a Wessex SEC member, it is a two stroke engine but has no crankcase compression. The label says “Record Engineering, Burton on Trent” and information is scarce to say the least!

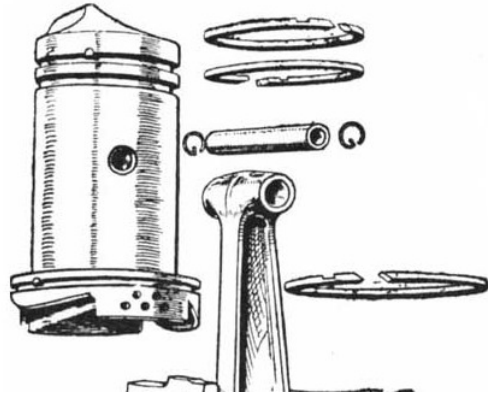


In order to charge the combustion chamber, it has a double diameter piston, 90mm below and 60mm above, the compressed air making its way into the combustion chamber via a transfer port. In this it follows Dunelt practice (drawing), a motorcycle manufacturer who produced a 499cc two-stroke with a double diameter piston. It was only a qualified success as acceleration was slow but the engine would pull well from very slow speeds.



The Record engine has an unusual – unique in my experience – feature in that it has TWO small pistons compressing the mixture in the combustion chamber. I assume that this was done to improve flame front travel and to lengthen the combustion cycle. Finally, it is a petrol-paraffin engine, just to make it that much odder!

At the rally, it started easily once a little petrol had been trickled into the spark plug hole and it was certainly running most of both days – it was only three engines down the line from me.



A Dunelt piston to illustrate the concept

Our thanks to Geoff for taking the trouble to borrow the engine and set it up so we could see it running.

During research on this engine I found very little, but did come across a video of a 1932 Taylor Vacuum engine. These had a stepped piston, but were a hit-and-miss four stroke, the stepped section being a vacuum pump so the engine could be used to run a milking machine. Otherwise, it was an ordinary farm engine much as you'd expect.



Calendar of Events

Key Event – E. Club night - CN

July 4th (only). **Bristol Club Rally**, Frog Farm, Woodside Road, Coalpit Heath.

July 26th CN. **Crank up** at the Court Hotel

Aug 1st. **Haynes Rally**. Haynes Museum, Sparkford.

Aug 14/15th. Beach Party in Trowbridge Park.

Wanted engines, driven machinery etc.

Contact Eric on 01225 754374

Aug 23rd CN. NOT BH Monday! Speaker: Henry Body

A Talk On Speed Records

Sat 4th (only) Carnival Country Fair in Trowbridge Park

Contact Eric on 01225 754374

Sept. 18th. **E. Camerton Village Day**.

Sept 27th **CN Quiz Night**

Oct 9th **CN. Skittles & Supper Evening**, South Parade Club, Frome.

Phone Diane Davis 01373 464982

Oct 17th **E. Robert's Open Day**.

Oct 16th **E. Vintage Sort Out** at Cranmore station yard.

Oct 25th **CN**. Guest Speaker, Roger Fowler.

The Burnham-On-Sea rescue hover craft

Nov 13th **E. Enstone Sort Out**, Oxfordshire

Nov 29th. **CN**. Guest Speaker:- Martin Phippard.

Parara Marble Extraction, Italy. Illustrated

Dec 5th **E. Crank up** at Nunney Catch

Dec 27th **E. Mince Pie Crankup**:- Court Hotel

Dates and venues may change. Check before driving!

Chairman's report (*printed as received*)

By Brian Baker

The May meeting at the Court Hotel on May 24th was a "member's night" where members brought photographs to be shown on the epidiascope or on the projector. Quite a few members brought along a variety of subjects to be shown and at the end the results were judged by our treasurer Keith Nash as to whose entry was the most entertaining, this was awarded to Eric Gay who received a bottle of wine for his efforts. Well done Eric.

The mid-week crank-up at Cranmore Railway Station on Wednesday June 2nd attracted a poor entry of only 13 engines, where were you? However the members who did attend enjoyed a very pleasant evening. The café was open for drinks and food, and the burghers they had on offer proved very popular indeed. (They were so good I went back for a second time). The evening ended with the usual raffle for club funds.

At a recent committee meeting Keith Shephard put forward an idea that our club should "Twin" with a club overseas. After contacting clubs in the USA with no response whatsoever he had replies with clubs in South Africa. Keith is now in touch with one of these clubs so watch this space for further developments.

By the time you receive this newsletter the annual rally will have taken place, but according to the main organiser Eric, this could be the last. Eric receives little or no help in the administration running the rally, namely no stewards for the various sections, no one to help with the numerous letters he has to send out to other clubs and organisations, so if this help is not forthcoming in the future the plug will be pulled on the rally next year. This is the same reason the committee gave up the rally several years ago, but Eric was determined to resurrect it so the committee last year gave him the go ahead to put it on again, so come on members, rally round and help Eric and the rally to continue.

The crank-up at **HAYNES MUSEUM at Sparkford** is on Sunday August 1st, so let's have a good turnout of engines and whatever else you would like to display. No entry forms just turn up on the day for a very enjoyable day out.

Social news

Happy birthday to both our Newsletter distributor Mary Butler on 26th June and to Carol Phillips for the 8th July. Kim has a new Grandson to add to Jack (2) with Alfred being born on 9th June.

Out and About

By Robin Lambert

Over the bank holiday weekend we managed to exhibit at the **Southwick Rally** and I was so pleased for the organisers to be blessed with fine weather for once albeit it was a bit damp on the Saturday. Our local paper reported 1500 people went through the pay gate so I hope they did well financially. There were lots here to see including half a dozen full size steam loco's in attendance which included a most unusual roller with its main large roller to the rear of the machine. A small steam railway kept the children happy with rides as did a juvenile fairground. Lots of stalls and vintage vehicles of all classes and of course stationary engines.

Don & William Rogers had their large Domestic on display, not the Detroit as I once called it (sorry Will & Don) and I would have guess approx 100 were in the engine line. Quite a few were in situ on Friday. Les Ricketts had his share of engine problems having lost the spark on his 3hp International, this was soon rectified with a trip into B&Q at Trowbridge to pick up a 56 W lighting choke to replace the troublesome magneto, to sum up then a nice three days and thanks to Selwood for squeezing me in at the last moment.

Two days later on Wednesday evening we were at our club crank-up at **Cranmore Railway Yard**. Quite a few members were in situ by 5pm, the theme was to be second world war exhibits if possible, we took along Stuart to generate some lights as did Mr & Mrs Gorrige our members from the Bristol area who brought along two tiny generators immaculately restored. Adrian Grant brought along a little Wolseley driving two compressors which in turn drove a fine display of model steam engines. It was nice to see Ken Rendall all the way from Mere, and also Francis & Rob Armstrong - which was great for me as I wanted to pick Rob's brains regarding rewiring a voltage control box. I believe we had around ten exhibits on show, including David Griffith's trailer full of all the bits and pieces we are always looking for. The cafe stayed open till around 6.30 selling burgers and hotdogs, so I hope it was worth their while.

Two days on again we were at **Tatworth in South Chard** for a Sunday event on the most beautiful site you can imagine tightly mown playing fields with panoramic views and a very smart, newly extended club house complete with cafe, bar, and new loos. This was to be a celebration year to mark the 30th event with lots of the funds

raised going towards the club house building. As always lots to see here, The usual tractor run took place on Saturday tea time and returned some three hours later. I am sure they found a watering hole en route! Around 40 tractors took part and I am glad I wasn't on the road following them as its bad enough to pass one let alone 40 !!! The stationary engine line once again had superb exhibits many from the Wessex. A real miniature eye catcher was a 4 cylinder horizontally opposed engine not 6 inches square and it ran superb, it was a credit to its owner who also had a tiny open crank engine driving a working racksaw bench, I was stood watching with our president Brian and we both looked in awe at the superb engineering in making these working models.

We are on the move again to put our feet down again near Charmouth to have a few days at leisure before moving on to the **West Bay Rally** the following weekend so how do you fill in all this leisure time, "easy " Just head on down to **Seaton** for a ride on the **Seaton Electric Tramway**. But this time we did the journey in reverse starting at **Colyton** this in its self is a very interesting village well worth a walk around with a visit to the **antique centre** and a very interesting building called **The Tool Box** which has modern and vintage engineering tools of every description including lathes and milling machines. Having purchased two tickets for the tramcars three and one half mile ride to Seaton, we boarded the tram and climbed up the narrow stairs to the open air top deck and after a safety talk from the driver not to touch the power pick up pole we were off. The journey was about half an hour which passed through a traffic light controlled road crossing and around two miles of scenic tidal wetlands that was full of wildlife. The tramway has fourteen trams most running at regular intervals and is celebrating its 40th year having relocated from Eastbourne. Many of the tramcars were built in the 1960's and the oldest was built in 1906 and worked at Exeter. To sum up, an excellent day out can be had here, nice cafés at both stations with excellent food and I can recommend the scones.

Moving on to day two at leisure took us to Weymouth and a must visit to **Brewers Quay** by the harbour that not only has an excellent cafe for midday lunch but also happens to have an engine house for all to see. Immaculately displayed are two horizontal steam engines, one being an **1890 E.S.Hindley & Son** from Bourton that is coupled up to a wort pump and was in use till 1953, quite a rare chance to see one of these engines as not too many now exist. The other engine was older 1851 made by **Barrett Exall & Andrews of Reading** and is thought to have been displayed at the Crystal Palace exhibition of 1851. So some excellent things to view in this lovely seaside town and you may even bump into some Wessex members soaking up the sunshine as we did. If you don't feel like walking all the way around the harbour, a useful short cut is by a man in a rowing boat who will take you across for 50p. Now all this looking at vintage trams and

machinery may seem a bit one sided but I can assure you that I did my fair share of high street retail outlets to keep things on an even keel.

Thursday came around fast and we were off to **West Bay** to join the queue in the parking area for 1pm admittance. The organisers had to cut down on the S.E. exhibitors from 200 to 150 as space is at a premium here, we never got an invite last year but this year we were ok. I would have guessed around 20 Wessex members were on site with exhibits ranging from engines to motor cycles including a hot air fan which looked much better after a



repaint as it looked a bit scorched at Castle Combe.

In the engine line was a very smart 6hp National which on starting its owner only moved a flywheel 6 inches and it sprang into life nice and easy you may think but so dangerous if you had your arm between the flywheel spokes and had not removed the plug lead!! Chris & Dennis Barns from Poole brought along some heavy machines which for them are easy to unload as they have a grab on the rear of their lorry. Thousands of visitors came into the show that I suppose has a captive audience as the site is only 100 yds from the picturesque harbour. The motor cycles on display looked grand in the sunshine and all did their turn in the ring. Three commercial vehicles caught my eye a 1935 three wheel van with V twin engine and another one made by James called a handy van. There was also a nice Austin J 4 van , this brought back memories for me as I learnt to drive in one. Lots of stalls were on the field and I know one lady who purchased a 5ft olive tree for £20 and she told me that it was only a quarter of the price that garden centres were charging.

Saturday evening came and the usual walk around the harbour took place and some exhibitors were seen with their fishing rods trying to catch their supper but quite a few stayed in their vans to watch the England/USA match, not my cup of tea so I settled for a bag of cheesy chips by the water's edge and watched the sun go down.