GARDNER

Engine Forum

Autumn 2015

www.gardnerengineforum.co.uk

No. 28

GARDNER Engine Forum

Membership Application

Title	Mr / Mrs / Miss / Dr / Other		
Forename(s)			
Surname			
Address			
	Post Code		
Telephone Number		Ex Directory	Yes / No
Mobile			
Email Address			
Engine Model			
Engine Serial Number			
Engine Application	Stationary	Road	Marine
Year of Manufacture			
Name Vehicle /Vessel			
Signed		Dated	
Any Other Info			

This information will be held on a computer database

Membership fee £10.00 per annum (UK) £18.00 per Annum (Overseas)
Renewable on the anniversary of joining,
Payable by cheque electronic funds transfer or standing order.
Standing order mandate is available at www.gardnerengineforum.co.uk/subscribe

Please complete the above and send to
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Membership Secretary G.E.F
Artasooley,
Benburb
Dungannon
N Ireland
BTB71 7LN

Tele 07802 57441
Email:-tangent.gardner@gmail.com

Gardner Engine Forum Philosophy

"The aims of the Forum are to promote and foster interest in all Gardner engines"

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Secretary. Linda Kemp

Treasurer: Judith Gray 29 Verity Walk
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£25 per 2 editions

Cover Picture

L. Gardner and Sons
Delivery Vehicle
See page 2 for more information

Chairmans Notes

It would seem that I drew the short straw during the wonderful rally in June and once again found myself in the position of Chairman. I must express my thanks to all those who helped in so many ways to support the event…

I have already received a request to look at a 2017 rally site and have my own suggestions too, these being Nottingham and Mexborough supported by Alan Oliver . In the early days of rally planning, we would try and arrange a rally site in a different part of the country, to give rally supporters an even opportunity of attending these biannual rally's

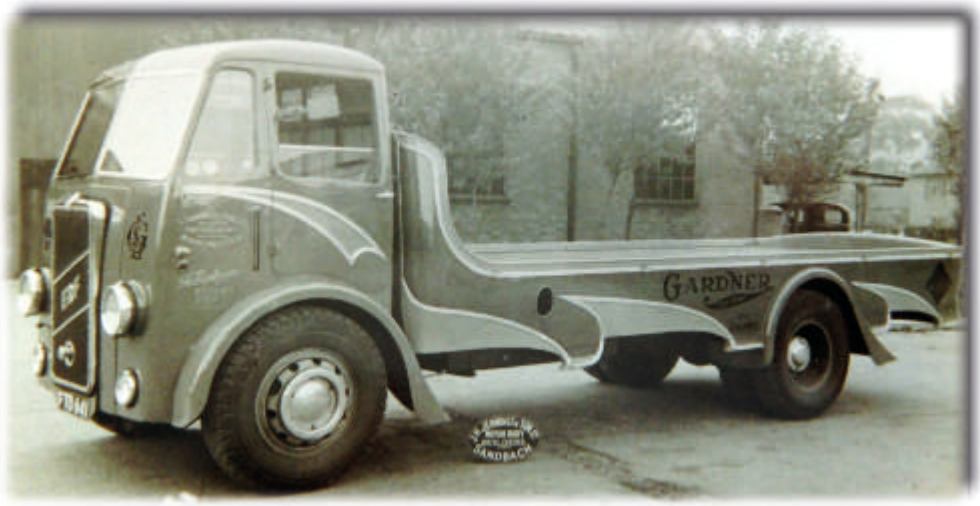
My involvement with what must be the finest engines ever produced, began in the mid 80's, with the purchase of a port of London health inspection launch, built by Yarwoods Ship Builders with her original engine in place, but frost damaged. Having rebuilt Listers before, made me very aware of the workmanship that goes into a Gardner 6L2 hand start, followed by a 4LK full rebuild, 4L2 and finally a scrap 6LXB into marine use

I started the rallies on my own, with full support from Gardner and their P. R. man David Nash in 1996. I later started the forum with help and input from two Gardner fans. It has been a difficult journey, but as the world changes, so do we to stay ahead of the game.

Collin Paillin

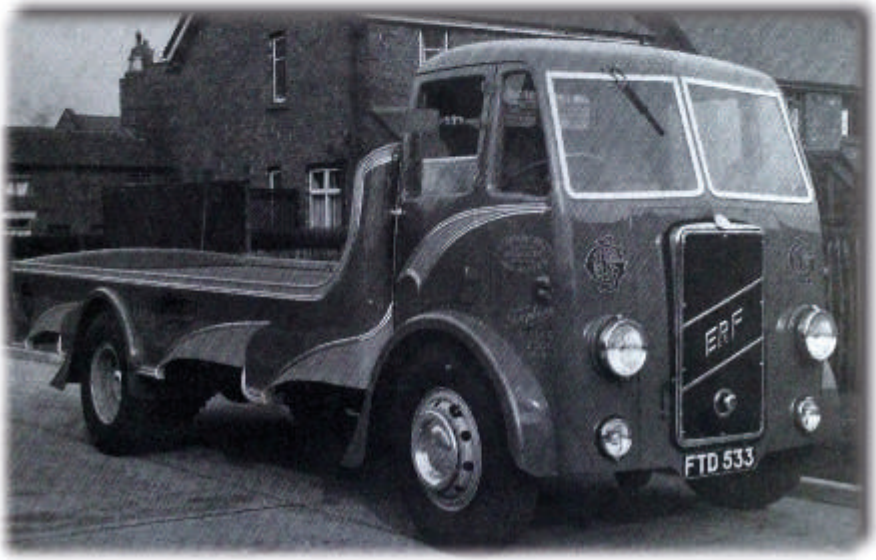
Cover Photo

Please find copies of the photos of FTD 533, and FTD 641. Gardner's had the pair made byERF in 1943, with a slightly different cab made by Jennings coachworks.



FTD 533 had a 4LW, FTD 641 a 5lW. After 20 years service, in 1963 they ordered from ERF a new 6x2 chinese 6 twinsteer. It had a KV cab and a 6 LX150 hp engine.

It was the replacement for FTD 641. ERF took 641 in exchange for the new truck. My father bought FTD 641 from ERF it was his third lorry. He had the body changed to suit the loads he carried.
After a couple of years he had the cab replaced, but when mot testing came in



the brakes weren't adequate for 14 tons gross. This made it unviable to run.
It was always a special vehicle, and my father kept it inside, with the intention of showing and rallying it. Sadly he died in 1986, before it was fully restored.
I finished the job, and my first outing was in 1988.
Robert Somerset.

Rally at Bugsworth

For the 11th Gardner Engine Rally we returned to Bugsworth Interchange Basin in the Peak District. With around 50 entries it was one of the best supported for a number of years.

With 30 narrowboats attending we used all of the space in the lower basin and pretty much the entire length of the wing wall up to the upper basin, Once again the narrowboats represent the smaller of the Gardner range featuring 2-3-4L2's, 2-3-4 LW's and 4LK's

The road vehicles featuring 4LK's some in there original installations others like the Rolls, Daimler and Landrover having been retrofitted.

The larger commercials featured, 4LK, 5LW, 6LX. 6LXB, 6LXCT, 6LXDT,8LXB and the 8LXBT owned by Phil Comber which is believed to have started life as a normally aspirated version then upgraded to a turbo charged unit at the factory on a later date..

The stationary's were represented by 1L2's in both Lab and Generator versions 2LWs and a 4LW generator set.

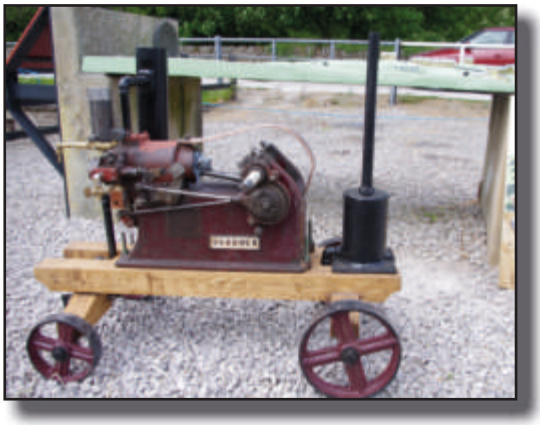
The older small stationary's, featured a No "0" and"1F" Hot tube Gas engines. Also a newly restored "1CR" spirit engine .

Topping them all the HF13 Horizontal Oil Engine which as at our previous visit to Bugsworth was in prime position at the entrance to the site.

The weather was bright and sunny, although a little windy at times, which proved challenging for our shop gazebo. Fortunately we had some strong bodies around who managed to prevent a full take off from taking place. Our shop was well supported over the two days and trade was busy. This was good news as we had purchased more

Gardner ‘1F’
Serial No 26746
Manufactured in 1926
It is believed that this 1 ½ BHP Hot Tube Gas engine started its life generating electricity in the offices of the Shrewsbury Gas Works
Owned by Mike Clutton.
Wrecsam

Gardner ‘0’
Serial No 11813
Manufactured in 1926
¾ BHP Hot Tube Gas engine
Found in Oxfordshire
Owned by Mike & Margaret Clutton.
Wrecsam



1CR Marine Engine
Water Cooled four stroke spirit (Petrol) Engine
Centrifugal governor and magneto ignition
4.5 b.h.p @1000 r.p.m.
Serial No 6704
Date of manufacture 1906
Driven Machinery Deriver Sutorbilt 2LV
Positive displacement lobe blower/vacuum pump.

An improved marine engine designated the “R” range was introduced in January 1906. The range was extended with the addition of 2,3,and 4 cylinder versions by July 1914. An unusual feature of this range of engines is the ability to adjust the clearance of the main bearings from the outside top of the crankcase.
These marine engines were also used as stationary engines. This particular engine was sold new in 1906 to Lacy Hubert, Pneumatic Engineers, London, for powering their plant no 1281. This plant was probably one of their hand propelled portable air compressors that were operated by such companies as the General Post Office
Owned and restored by Geoff Ramsey


ROY LOCKWOOD
ERF


ERF


BLUE STAR LINE
ERF


ERF

stock and by the end of Sunday we had covered our costs and were starting to see a small profit for the Forum. Orders were also taken for items we had sold out of. This gave us the idea that if through our magazine we produced a list of items , then these would be available to purchase at any time and so fill in the gap between rallies. A full list of stock can be seen at the back of the magazine.

Spaces were rapidly taken up and a few more squeezed in for our Saturday night meal at the Navigation pub. The food was delicious and the staff made sure everyone was well looked after. We were delighted to be joined by the chairman of Bugsworth Heritage Trust Ian Edgar and his wife Sarah, who had ensured along with his team that the basins were ready for our gathering. The work which has been achieved at Bugsworth over the years is a credit to them, providing a place full of history and maintaining the basins for us all to enjoy, whether arriving by boat, vehicle or on foot.

It was a night for socialising and meeting up with new and old friends, continuing on with the days conversations and generally catching up with everyone's news.

On Sunday morning we held our AGM. With a very good turn out of members. Due to the sad loss of our Chairman Mike Johnson and with Yvonne Crane no longer able to carry on with the position of Secretary, we had some serious business to attend to,

Firstly it was imperative that we found a new Chairman. Fortunately our past Chairman Colin Pallin stepped up and agreed to undertake the role once again. Linda Kemp has taken over from Yvonne as Secretary. The remainder of us staying in the same roles. It was generally felt that we needed new blood on the committee, both for input, help and giving the Forum a more secure base. To this end we have persuaded! four members to join the committee, these being John Naylor, Paul Syms, Simon and Pat Roberts. All very enthusiastic and knowledgeable people who we look forward to working alongside.

Our rallies do not happen by themselves and there is a lot of hard work which goes on behind the scenes both before and during the weekend. To this end a special thanks must go to Paul Syms who took on the role of making this weekend happen and run so smoothly. Behind every man is a good woman and Paul would be the first to acknowledge the help of his wife Janice, thank you both. A big thank you to Linda Kemp for sorting out new suppliers for our shop goods and setting things up for the future. To all of you who helped Paul on site, or any of the committee, thank you for your time and support, it was very much appreciated. A final note of thanks must go to Jimmy and all his musician friends who kept everyone entertained at the pub during “opening hours”. You were all brilliant.

Some of you may not be aware that Bugsworth Basin complex is a conservation area that is maintained by Bugsworth Heritage Trust who raise income from grants and donations which enable them to carry on their good work. Those of you who attended the rally will no doubt remember, we asked for donations for the use of the facilities, and we were able to pass on a total of £485 to the Trust. You will see from the thank you letter received from Ian Edgar that this was very much appreciated. Thank you all for your generosity.

BUGSWORTH BASIN
HERITAGE TRUST

Mrs. Linda Kemp,
Korna Cottage,
Works Lane,
Sarnstone,
Notts.,
NG13 9JJ

23rd June 2015

Linda,

This is a formal ' thank you' for the most generous collection your members made for the benefit of the Bugsworth Basin Fund. The total was £485.00 which was magnificent and is really much appreciated, You can rest assured that the money will be well spent on future projects to renovate and/or preserve this wonderful Ancient Monument We have some big schemes planned which will require funding, hopefully from the Heritage Lottery kind, "Matching funding" which the Trust will have to provide will no doubt be substantial. Maintaining a 200 year old structure like Bugsworh Basin requires alot of work and planning, plus it's expensive!

Many thanks also for the very hospitable and enjoyable Dinner at the Navigation Inn. All credit and thanks also to Paul Syms who did almost all the organising.

We hope to welcome the Gardner Engine forum to Bugsworth Basin sometime in the future. Please pass on our thanks to all your friends who made the event so enjoyable.

Yours sincerely

Ian Edgar MBE

Chairman, Bugsworth Basin Heritage Trust.

Mr Hugh and his dream engine

By Nicholas Faith Industrial Editor **Sunday Times Nov 1969**

NEXT YEAR, Londoners will, for the first time, be riding in buses using a diesel engine design which celebrated its 40th birthday last year. In this choice London Transport is not going for anything cheap or outdated: the combination of Daimler Fleetline chassis and a Gardner engine is the biggest seller in rear engined double decker buses in' 'Britain today. Moreover, the Gardner engine costs £300 or so more than an alternative unit.

The competition the Gardner engine outclasses, by 10 per cent. or more in fuel cost and reliability, includes names like Leyland, Rolls-Royce and Volvo, none used to such a situation. For the Gardner engine, and the family firm which makes it at Eccles near Manchester, is unique, The present chairman, Mr Hugh Gardner, helped his father, Mr Joseph, to design a then-revolutionary high - speed diesel engine in the late 1920's, and he, and his brother, Mr John, have made it their life work to perfect the engine and to produce it in gradually increasing quantities in a factory which does not look notably different from the day it opened in 1908. The differences between Gardner and the rest start in Mr Hug's office, littered with valves, pistons and two engineers' drawing boards in a workman like chaos surely unique for the chairman of a company which last year sold over 5,000 diesels last year to a total profit of nearly £1.2 million. From the office come the instructions to make engines are one mans ideal. The result means that much of the work,particularly the castings,are extremely complex. Hugh wants his engines to run cool, so water has to get into thin iron parts of the cylinder head. This means an awful lot of handwork packing the castings,so the foundry can never be fully mechanised nor can work be farmed out. Virtually every part of the engine is made within the one works, except for the connecting rods and the fuel injector pumps, both of which are examined with scrupulous. and suspicious care when they arrive. Even some of the machinery is home-made (including grinding machines for crankshafts designed by Mr Joseph). And when all the parts are finished the engine is put together by one man, who takes a day and a half over the job. No nonsense about production lines so no wonder Gardner needs 2,800 men to make half as Cummins for instance, makes with 1,500

Since the war many British companies have gone to the wall following the same conservative line as the Gardner's, Yet the Gardner's flourish. There is a waiting list of over two years for their marine engines, which account fore just under a fifth of their production,and have been standard in British lifeboats for the past 18 years. Their engines for buses and trucks are doled out in insufficient quantities, the Gardner's say they have "schedules" which they meet,their customers use words like "rationing" and "quotas".

Their success comes because they have concentrated on the real need of certain classes of customer for whom initial cost is not vital. What matters is the final

cost after 10 or more years of use, 500,000 or more miles of road. Because the Gardner engine has such efficient combustion (itself a product of a very complicated piston, designed to give the maximum “swirl” to the fuel) and is so well put together, it does over a mile per gallon more than any other unit. At the 50,000-100,000 mile-a-year rate use of buses and long-distance trucks, this alone means a saving of £200-£500 a year. And once the chassis has rotted, the engine commands a decent price for sale to the fishermen of Hongkong, for whom a second-hand Gardner is a lifetime's dream.

The story, and indeed the atmosphere in the works, is a curiously Victorian one, a pursuit of excellence not really connected with money, or the competition there has only once been a rival engine in the works and that was by accident during the war; for the rest, information comes only from technical literature which leaves the Gardner's wondering, in the case of one world-famous engine”just how x can use so much fuel.”

In the past five years whilst production has risen by over a quarter and the average size of engine has gone up the firm's epitaph has been written on several mistaken counts by the motor industry. The basic six-cylinder truck and bus engine which reached 180 b.h.p. four years ago, over 50 per cent. up from the basic 112 of the immediate post-war unit, was thought to have no more“stretch" in it. Gardner it was assumed, could not compete with the newer V-type engines, Particularly those made by the U S specialist, Cummins, which had had a successful in-line engine for a decade and opened a notably handsome new factory n Darlington to make two V engines (a V-6 and a V-8) four years ago. These it was, that would replace the Gardner as Truck sizes got larger, and more than 180 b.h.p. was needed

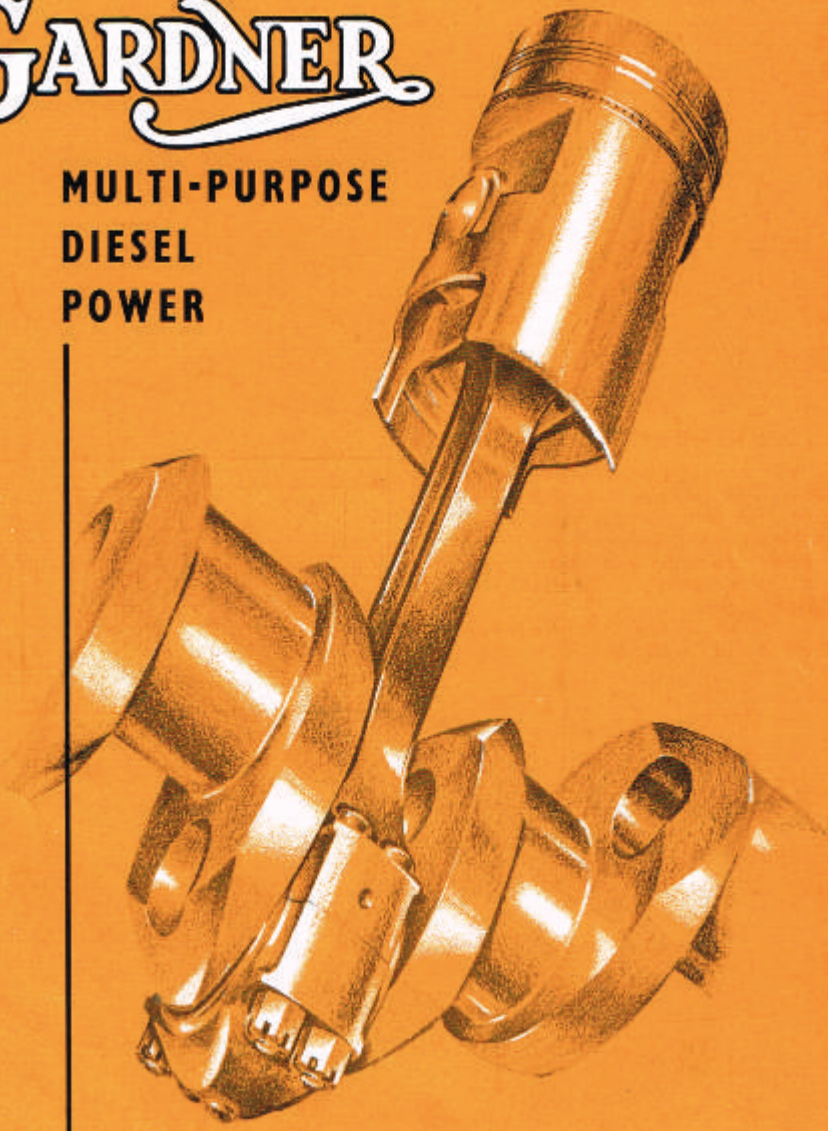
But, to users brought up on Gardner's and Leyland's, the Cummins engine has proved difficult to use (it produced decent power only in a comparatively narrow hand of high revs). Dodge now uses Cummins For 2 per cent, of the trucks it sells here and both Ford and Guy sell more trucks powered with a rival, lighter, less powerful Perkins engine. Yet, because British (i.e., Gardner) standards are so much higher than those in the rest of the world, the Cummins engines have been successful in export markets, which take three-quarters of the production.

Now Mr Hugh has resolved the dilemma of trying to get more power, not by supercharging the engine or by increasing its speed both solutions which would reduce reliability. He has simply added a couple more cylinders. Typically, it had been assumed that this solution was impossible as making an engine too heavy. Yet because the Gardner engine has so much aluminium in it including the vital sump and crankcase the rule does not apply. So, come the Commercial Motor Show next autumn and Mr Hugh will be there, with 240 h h p beside him and a long queue of customers already signed up including at least two companies from British Leyland.

That is, assuming that he bothers to leave his office.

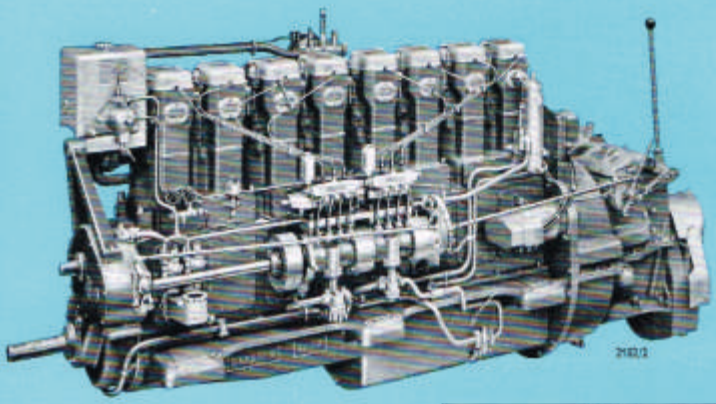
GARDNER

MULTI-PURPOSE
DIESEL
POWER



FOR EFFICIENCY · DURABILITY · REFINEMENT

MARINE PROPULSION DIESEL ENGINES



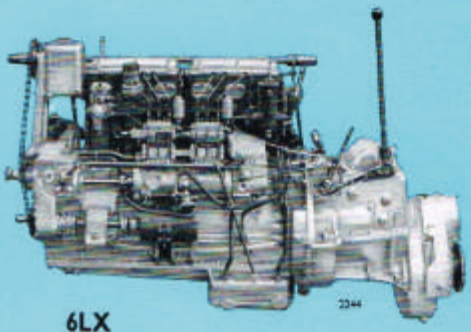
8L3B

The LW, 6LX and L3B Type Marine Propulsion Diesel Engines are built with integrally constructed reversing and reducing gears and are available with direct drive or with 2:1 or 3:1 reduction. These engines are designed for use with a closed circuit fresh water cooling system incorporating an engine mounted header tank with heat exchanger or keel cooler arrangement.

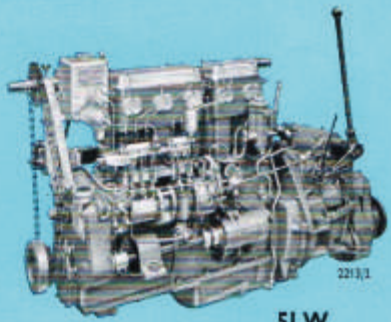
All Units have been accepted by Lloyds and are entered on the Register in the 100A1 classification.

MARINE PROPULSION DIESEL ENGINES

Engine Type	Bore & Stroke in. & mm.	No. of Cylinders	Swept Volume		Heavy Duty		Light Duty		High-Speed Craft	
			cu. in.	litres	B.H.P.	R.P.M.	B.H.P.	R.P.M.	B.H.P.	R.P.M.
2LW 3LW 4LW 5LW 6LW	4½" × 6" or 107·95mm. × 152·4mm.	2 3 4 5 6	170 255 340 426 511	2·790 4·184 5·579 6·974 8·369	28 42 56 70 84	1,300 1,300 1,300 1,300 1,300	31 47 63 78 94	1,500 1,500 1,500 1,500 1,500	— — 71 89 107	— — 1,700 1,700 1,700
6LX	4½" × 6" or 120·65 mm. × 152·4 mm.	6	638	10·452	110	1,300	127	1,500	144	1,700
6L3B	5½" × 7½" or 139·7 mm. × 196·85 mm.	6	1,105	18·103	150	1,000	172	1,150	195	1,300
8L3B		8	1,473	24·138	200	1,000	230	1,150	260	1,300

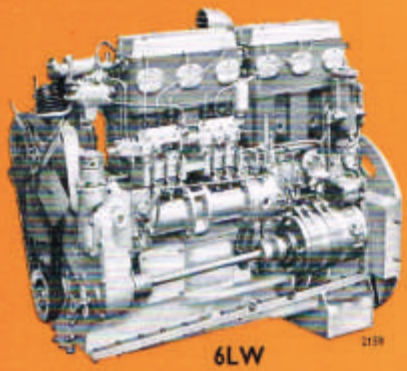


6LX

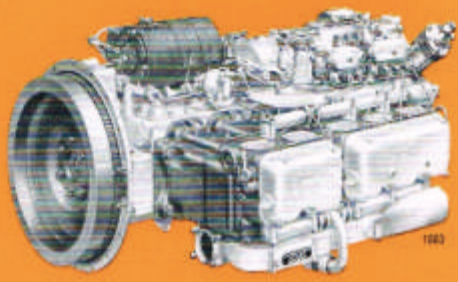


5LW

AUTOMOTIVE DIESEL ENGINES



6LW



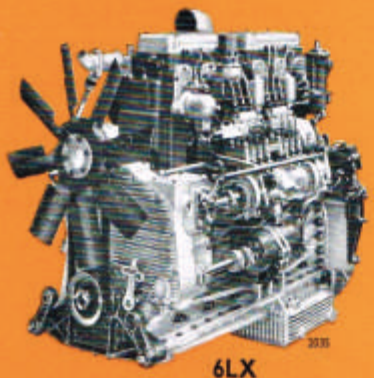
5HLW

The 4LK, 6LX and LW series Automotive Diesel Engines are suitable for many applications, including Freight and Public Service Passenger Vehicles, Coaches, Off-the-Road Vehicles, Dumpers, Mobile Shovels, Mobile Cranes, Excavators, Trench-cutting machines, and Earth Moving Equipment, etc.

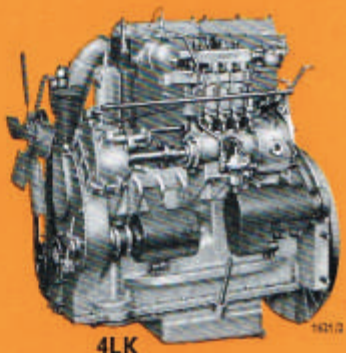
The 6HLX and 4, 5 and 6 cylinder HLW Horizontal Engines are designed for under-floor installation.

ROAD TRANSPORT ENGINE DATA.

Engine	Swept Volume		B.H.P.	R.P.M.	Maximum Torque			Approximate weight	
	cu. ins.	litres.			lb. ft.	kg. m.	r.p.m.	lb.	kg.
4LK	230	3·8	60	2,100	162	22·2	1,100	775	352
4LW	340	5·6	75	1,700	237	32·7	1,300	1,090	495
4HLW	340	5·6	75	1,700	237	32·7	1,300	1,130	513
5LW	426	7·0	94	1,700	300	41·5	1,300	1,250	568
5HLW	426	7·0	94	1,700	300	41·5	1,300	1,295	588
6LW	511	8·4	112	1,700	358	49·5	1,300	1,440	654
6HLW	511	8·4	112	1,700	358	49·5	1,300	1,490	676
6LX	638	10·45	150	1,700	485	67·0	1,000/1,100	1,582	719
6HLX	638	10·45	150	1,700	485	67·0	1,100	1,730	786

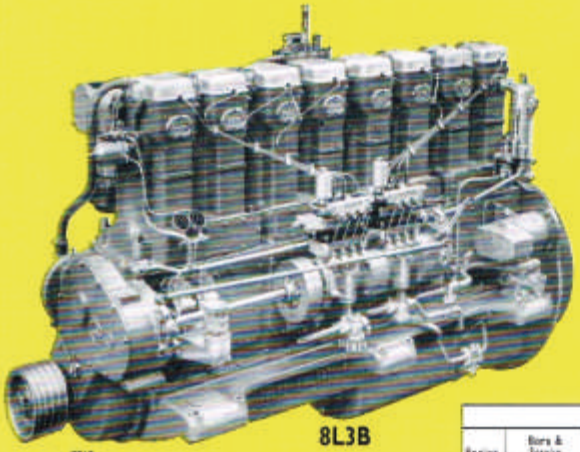


6LX

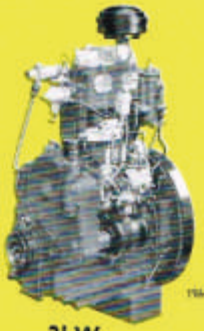


4LK

RAIL TRACTION DIESEL ENGINES



8L3B



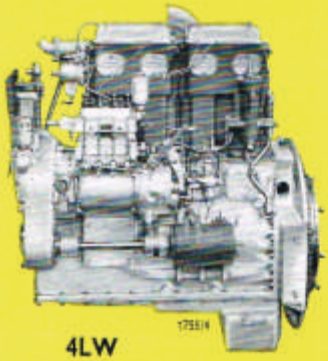
2LW

The 4LK, 6LX, LW and L3B Rail Traction Diesel Engines have many applications in the locomotive field, including light locomotives, small diesel shunters, flameproof mines locomotives, etc.

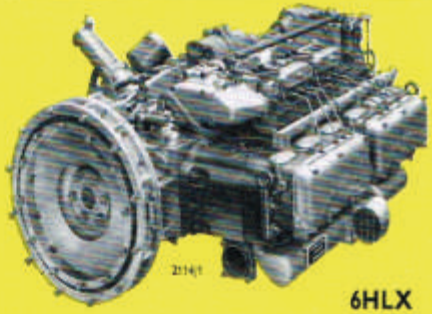
The 6HLX and 4, 5 and 6 cylinder HLW Horizontal Engines are designed for under-floor installation in rail cars, etc.

RAIL TRACTION DIESEL ENGINES

Engine Type	Bore & Stroke ins. & mm.	No. of Cyl. inders	Swept Volume cu. in.	Litres	B.H.P.	R.P.M.	Maximum Torque lb. ft.	kg.m	R.P.M.
4LK	3½" × 5½" 88·25 × 133·35 mm.	4	232	3·800	60	2,100	162	22·4	1,300
2LW	4½" × 6" or 107·95mm. × 152·4mm.	2	170	2·790	35·5	1,700	113	15·7	1,300
3LW		3	255	4·184	53·5	1,700	170	23·4	1,300
4LW		4	340	5·579	71	1,700	226	31·2	1,300
4HLW		4	340	5·579	71	1,700	226	31·2	1,300
5LW		5	426	6·974	89	1,700	285	39·4	1,300
5HLW		5	426	6·974	89	1,700	285	39·4	1,300
6LW		6	511	8·369	107	1,700	342	47·3	1,300
6HLW		6	511	8·369	107	1,700	342	47·3	1,300
6LX	4½" × 6" or 130·63 mm. × 152·4 mm.	6	638	10·450	150	1,700	485	67·0	1,000/
6HLX		6	638	10·450	150	1,700	485	67·0	1,100
6L3B	5½" × 7½" or 139·7 mm. × 196·85 mm.	6	1,105	18·103	195	1,300	833	115·8	850
8L3B		8	1,473	24·138	260	1,300	1,097	151·8	850

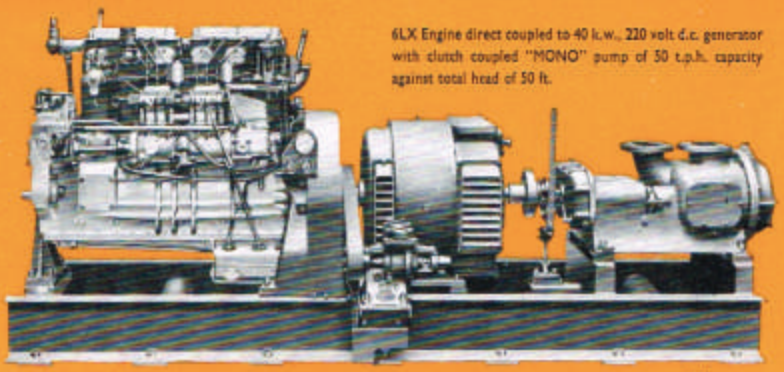


4LW



6HLX

MARINE AUXILIARY UNITS



6LX Engine direct coupled to 40 k.w., 220 volt d.c. generator with clutch coupled "MONO" pump of 50 t.p.h. capacity against total head of 50 ft.

3336

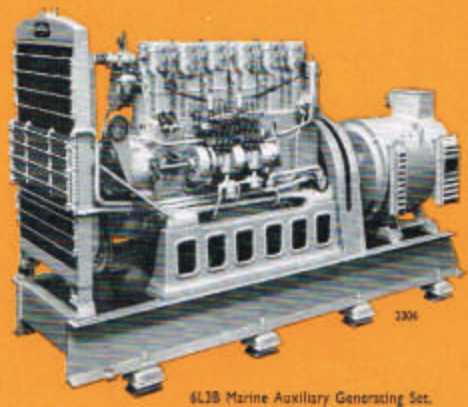
These marine auxiliary diesel sets are Custom built to suit the particular duty or duties they have to perform and can be supplied with any combination of auxiliary machinery, to provide electricity, water, refrigeration or compressed air.

SPECIAL NOTE—DIESEL ENGINE DRIVEN ALTERNATORS

As these must run at the appropriate synchronous speed, the figures given in the b.h.p., r.p.m., k.w. columns will be subject to modification to suit the particular requirements.

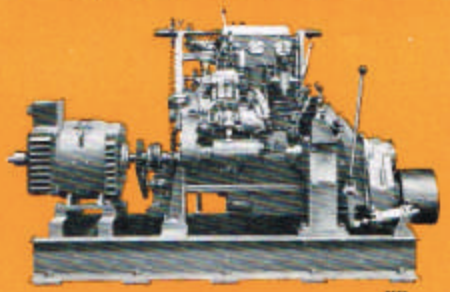
MARINE AUXILIARY DIESEL ENGINES

Engine Type	No of Cyls.	Bore	Stroke	Swept Volume cu. ins.	Swept Volume litres	B.H.P. *	R.P.M. *	Approx. maximum k.w. output
1L2	1	4½"	6"	85	1·395	11	1100	5·5
2LW	2	4½"	6"	170	2·790	24	1200	15
3LW	3	or	or	255	4·184	36	1200	22·5
4LW	4	107·95 mm.	152·4 mm.	340	5·579	48	1200	30
5LW	5			426	6·974	60	1200	38
6LW	6			511	8·369	72	1300	45
6LX	6	4½" or 120·65 mm.	6" or 152·4 mm.	638	10·430	97	1200	60
6L3B	6	5½" or 139·7 mm.	7½" or 196·85 mm.	1105	18·103	139	1000	93
8L3B	8			1473	24·138	185	1000	115



3306

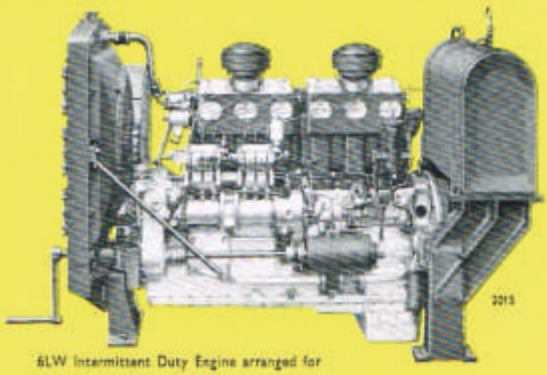
6L3B Marine Auxiliary Generating Set.



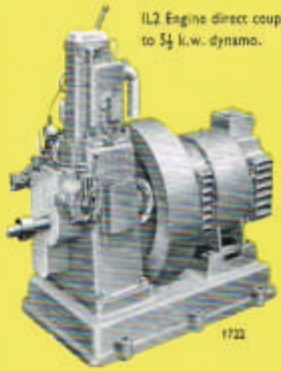
3338

3LW Marine Auxiliary Generating Set with power take-off pulley.

INDUSTRIAL & GENERATING SETS



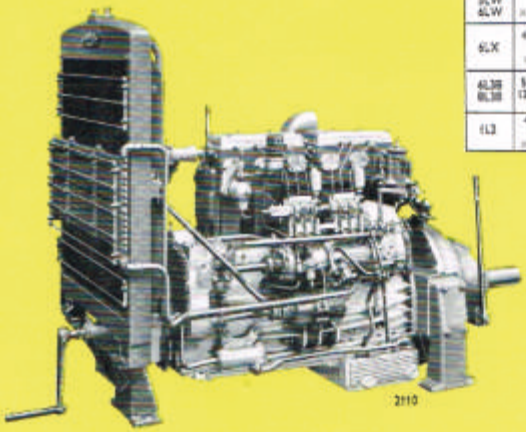
6LW Intermittent Duty Engine arranged for installation in Priestman Excavator.



1L2 Engine direct coupled to 5½ k.w. dynamo.

These single cylinder to eight cylinder diesel engines can be used for a wide range of industrial duties and applications including industrial power drives, electric generating sets, portable air compressors, pumping sets, saw mills and all intermittent load duties.

INDUSTRIAL DIESEL ENGINES									
Engine Type	Bore & Stroke in inches and millimeters	No of Cylinders	Industrial Duties Electric Generating Sets		INTERMITTENT DUTY Air Compressors, Excavators, Sawmills etc.				
							Maximum Torque		
			B.H.P.	R.P.M.	B.H.P.	R.P.M.	lb. ft.	kg.m.	R.P.M.
2LW		2	24	1,200	29	1,400	109	15·0	1,300
3LW	As	3	36	1,200	43	1,400	162	22·4	1,300
4LW	4½" × 6" or	4	48	1,200	58	1,400	218	30·1	1,300
5LW	107·95 mm.	5	60	1,200	72	1,400	273	37·7	1,300
6LW	× 152·4 mm.	6	72	1,200	87	1,400	328	45·3	1,300
6LX	4½" × 6" or 130·65 mm. × 152·4 mm.	6	97	1,200	119	1,400	455	62·9	1,090
6L3B	5½" × 7½" or	6	139	1,000	158	1,100	783	108·2	800
8L3B	139·7 mm. × 196·85 mm.	8	185	1,000	210	1,100	1,041	144·0	800
1L2	4½" × 6" or 107·95 mm. × 152·4 mm.	1	11	1,100	—	—	—	—	—



6LX Industrial Unit with radiator and clutch-operated power take-off shaft.

SPECIAL NOTE

The engine powers quoted for specific duties in all tables in this leaflet are as set at the Works for normal conditions of atmospheric temperature and pressure. Adverse climatic conditions or special duties may demand some amendment to the ratings quoted. Full information in regard to these matters is readily available from the Works upon receipt of the relevant details.

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