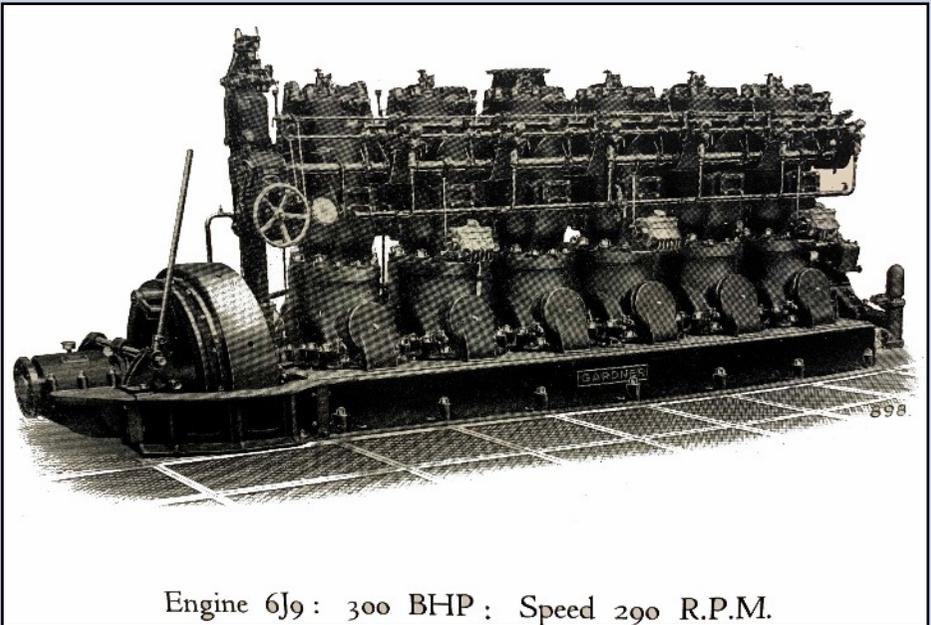


# GARDNER

## *Engine Forum*



*Autumn 2019*

[www.gardnerengineforum.co.uk](http://www.gardnerengineforum.co.uk)

No. 36



*Engine  
Forum*

Membership

Application

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Name Vehicle /Vessel			
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This information will be held on a computer database

Membership fee £10.00 per annum

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For electronic payment please tick the box

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## **Gardner Engine Forum Philosophy**

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

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### **Cover Picture**

**A “6J9” engine from the  
“J” Type Catalogue**

## Chairmans Notes

As I write my notes mid September, Autumn is upon us, the pointillism of the landscape is resuming one more. We are in an Indian Summer, bright but chillily mornings. Indian Summers have to have a frost first so I have been fooled, while we haven't yet had one, have you?

Firstly I would like to thank all of you who made the effort to come to the AGM at the Museum Of Carpet in April. I hope the Museum was of interest and you went away with more knowledge of carpet manufacture. A number of you have been to various events, informing people about the Gardner Engine Forum, which is much appreciated by myself and the committee. We now have some small banners which are available for any member to use to promote the Forum at shows you may be attending.

The local engine event to me, the 1000 engine rally had to be cancelled in June due to the rain, which was a pity but sensible. A show I did attend local to me and the Anson Museum was at Poynton. On my walkabout, I came across two Sillcox Fairground vehicles, albeit Fodens, with gen sets mounted one a 6LX, the other a 6LW. Seeing these brought back more memories of the time I was at L.G. & S. in the service garage under Eddie Bostock. On occasions he would send me off to sort an engine out at a fairground. Knutsford May Day was a favourite, as it was near to my home and my father would come along to give me instructions to then report back to the Management! Mugs of tea from the fairground people were always appreciated, even if the mugs were a little dirty.

The main event project for me this summer has nothing to do with Gardner Engines. I am involved with a listed late medieval open hall peasant house on the edge of Lindow Moss, where Lindow man was found. In fact parts of three bodies were found, one being a woman. Various archeological digs have taken place, revealing post hole timber sole plates, pottery and metal finds, including an early 14<sup>th</sup> century metal spur. No pots of coins as yet! This year the property had to be re-thatched, it was last done 50 years ago. In July when it was very hot, I was on the roof helping to strip the old reed thatch off. What a job! in doing this we were able to reveal a very old unglazed dormer window frame, probably used as a smoke vent window in the central hall of the medieval cottage. The job was completed at the end of August and a time capsule was placed under the new thatch for discovery in the future.

Before I close, my friend Ed Burrows wrote a very good article on Gardeners in the August edition of Heritage Commercials, some of you may have already read it. If not I can recommend it if you have the opportunity. (We hope to reproduce it in a later newsletter .ed).

I would like to welcome new members. David Bowen, Mark Wilkes, Graham Brookes, Ray Hingley, Roger Culpin, Edward Gibbard, Michael Carter, Robert Wellock, Richard Koprowski, Robert Wilcox, Rod Lloyd, Marianne MacEachern, William Steward.

John

In the early part of last year the following was received by email.

Dear Mr Naylor,

I am wondering if your Gardner Engine Forum can assist me with regard to the 12 cylinder marine diesel engines that were fitted in the Royal Mail passenger and cargo vessels **Lochearn** and **Lochmor** that were built in 1930 by Ardrossan Dockyard Ltd for David MacBrayne Ltd, the Scottish shipowner whose vessels served the West Coast of Scotland, Outer Hebrides and Firth of Clyde.

As a person with a marine background, although long retired, I have been asked by a friend who is compiling a definitive history of the MacBrayne Company to assist him on several technical matters. His work will cover the years from 1928 when the company was restructured, up until 1973 when it was merged with the British Rail subsidiary, Caledonian Steam Packet Company, under the auspices of the government owned Scottish Transport Group to become Caledonian MacBrayne; now better known as CalMac.

My search for information concerns the port and starboard 12 cylinder marine diesel engines built by L Gardner & Sons with each cylinder having a 12.5" bore and 15" stroke. I am anxious to establish if these engines were:-

- (i) two stroke?
- (ii) direct reversing (i.e. no gearbox)?
- (iii) cold compressed-air starting?
- (iii) naturally aspirated and/or scavenged?

As these engines were designed as marine engines and not marinised automotive engines, it would also be helpful if you could provide photo copies of any catalogues of the 12 cylinder model which showed their arrangement and especially, a BHP/revolutions curve and the maximum continuous rating BHP. If you can provide any copies then please let me know the cost of copying and I shall arrange to let you have my payment prior to you dispatching the items.

You may be interested to know that the Scottish Fisheries Museum in Anstruther, Fife, has one of these Gardner Marine Engines on display. From memory I think it was probably a 6 or 8 cylinder model and was from a fishing drifter. It is the only Gardner marine engine of this type that I have seen.

I do hope that you will be able to help me and I await your reply.

Yours sincerely,

Ian Ramsay

From the given information it was possible to ascertain that they were “J” type engines, although the letter says they were fitted with 12 Cyl engines this was a bit of misleading information, It was in fact a pair of 6J9 engines each generating 300BHP @ 290 rpm. Each engine weighed in at just over 20 tons was 20ft long by 6ft high and 6ft wide. A pdf copy of the “J” type catalogue was subsequently supplied to Ian and in return he made a donation to the forum and compiled a short history which is reproduced below

### **Ships of David MacBrayne Ltd that were fitted with Gardner Marine Engines**

One has to go back to 1851 when the firm of David Hutcheson was formed to provide passenger, cargo and ever increasing mail services to the highlands and islands of the Western seaboard of Scotland. The founding partners were David Hutcheson, his brother Alexander and David MacBrayne, a nephew of the Burns Brother of the Cunard Steamship Company. With the retirement of the Hutcheson Brothers, David MacBrayne became the sole partner in 1879 and shortly thereafter changed the name of the company to that of his own name.

The company continued to be run on a very personal basis by David MacBrayne until the very early years of the 20<sup>th</sup> century when his son, David Hope MacBrayne, took over the daily operation of the company and was faced with the need to modernise the fleet which was an operating museum of paddle and screw steamship propulsion with the oldest, operating year round paddle steamer, **Glencoe** having been built in 1846 and lasting until 1931. In 1902 the fleet consisted of thirty steamers, sixteen of which had been bought secondhand, and the average of the whole fleet was thirty-two years. This situation required desperate measures and a new-building programme of thirteen ships was instituted between 1902 and 1910; all steam except two which were motor ships and they were a revolutionary departure for what was a very conservative company.

Of the two newly built motor ships, the second one built in 1908 and called **Lochinvar**, was fitted with three \*6 cylinder Gardner paraffin motors driving, unusually triple screws, which propelled the ship until 1926 when she was refitted with again three Gardner four cylinder, 2-stroke, oil engines having a bore of 9<sup>1/2</sup>" and a stroke of 10<sup>3/4</sup>". (4T6 ed) These engines were of the semi-diesel type that required blowlamps for starting from cold but they reliably propelled her until 1949. (The 4T6 engines developed 96 bhp@370 rpm weighed in at 7½ Tons were 11ft long by 3ft 6" wide by 5ft 6" high.) In that year she was again re-engined but this time with two 6 cylinder, 4 stroke Paxman-Ricardo diesel engines that were surplus to the wartime landing craft programme. This change resulted in **Lochinvar** being reduced from a triple to a twin screw ship. In 1949 **Lochinvar** was also extensively modernised and returned to the Oban-Isle of

\*KM6 units developing 110bhp @500rpm weighing 5 tons each and were 10 ft long by 4ft wide and 5ft high



Anson Engine Museum Collection

741.

R.M.M.V. "LOCHINVAR"

fitted with 3-96 B.H.P. Gardner Heavy Oil Engines of the direct reversible type. (For further details see over).

Mull mail route for which she had been built and on which she had spent almost her entire service life of 52 years.

In 1927 the MacBrayne Company was coming under increasing criticism regarding the age and inadequacy of their ships and as David Hope MacBrayne was now 65 and no doubt was both unwilling and unable financially to embark on another fleet modernisation, the company announced that they would not be tendering for the renewal of the mail contract in 1928. This announcement caused consternation in Govern-

ment circles as no other companies could be found who were willing to take on the mail contract on the terms on offer. After long debates in the House of Commons a rescue package was put in place whereby Coast Lines and the LM&S Railway

SEVERE SERVICE. ---- A WONDERFUL RECORD.

R. M. M. V. "LOCHINVAR."  
*owned by Messrs. David MacBrayne Ltd., Glasgow.*

18 years' Daily Service on Passenger, Mail and Cargo Carrying without missing a single scheduled run.

That is the wonderful record of the above Motor Vessel, the dominating factor being the installation of three Gardner Paraffin Engines in the year 1908.

These engines have still many years' life in them, but the economical claims of Modern Power proved too strong to be overlooked, and consequently they have recently been replaced by three Gardner Heavy Oil Engines, each of 96 B.H.P.

The results have exceeded all expectations, especially as a very considerable saving per annum, in the cost of fuel alone is assured.

Anson Engine Museum Collection LOCHINVAR PHOTO BRUCE



Lochinvar at Mallaig

were persuaded to jointly purchase the MacBrayne fleet and undertake another modernisation programme. This rescue action resulted in the creation of David MacBrayne (1928) Limited and a condition of the award of the 1928 Mail Contract was that the new company had to build at least four replacement ships within two years of the contract award.

The first new ship to be built, although not part of the required rescue action, was **Lochshiel** a small cargo vessel from the Henry Robb yard at Leith, which provided a service from Glasgow to minor mainland ports on the west coast Of Scotland. She was propelled by a Gardner 6J9 two-stroke, direct reversing , airless injection, cold starting oil engine having 6 cylinders each with a diameter of 12 1/2" and a stroke of 15" capable of developing 300 BHP. This little ship served the company on a year round basis until withdrawn and sold in 1952 when she was replaced by both more modern tonnage and road transport from Glasgow and Oban to many of her former small mainland ports of call.

The **Lochearn** and **Lochmor** entered service in 1930 and were identical twins. They were the second and third vessels of the four that the 1928 Mail Contract demanded and were combined passenger, cargo and Royal Mail ships. **Lochearn** was allocated to the mail



Lochshiel in Tobermory Bay without wheelhouse  
Andrew Clark Collection



Image from the "J" series catalogue

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Scottish Cargo and Cattle  
Boat

"Lochshiel"

105ft. x 26ft. x 9ft. 6ins. draft

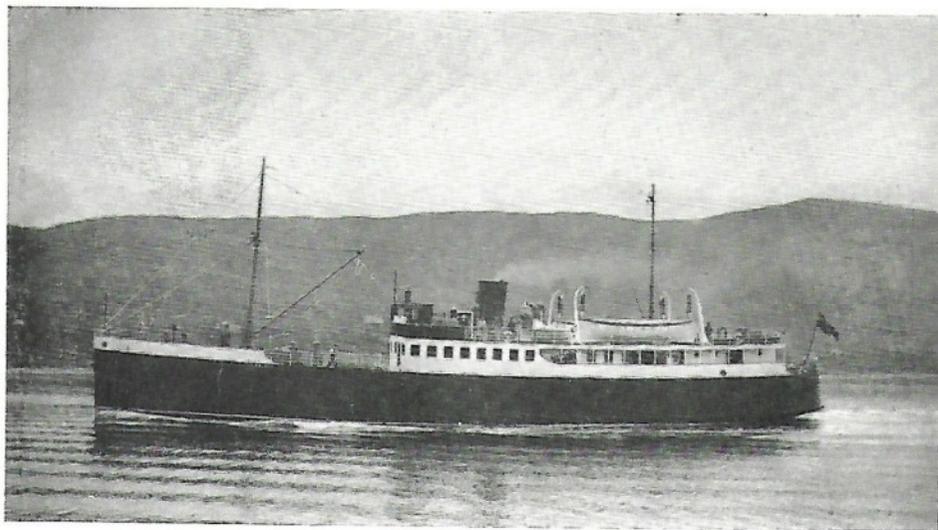
Speed 9 knots

Engine : 300 BHP

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run to the Isles of Mull, Coll, Tiree Barra and South Uist from Oban Railway Pier while **Lochmor** served the mail run to the islands of South and North Uist and Harris from the railheads at the ports of Mallaig and Kyle of Lochalsh. Compared to the steamships that formerly served these routes, the "twins", for their size, were a dramatic improvement in passenger comfort with a comfortable lounge, dining saloon and smoking room/bar for both 1<sup>st</sup> and 2<sup>nd</sup> class passengers and each had a maximum passenger complement of 400 persons. In ships of just over 500 tons Gross Registered Tonnage, space was also made available for a number of two berth sleeping cabins with comfortable bunks and a wash hand basin with hot and cold running water in each cabin. Having been initially disliked for their angular appearance, they quickly gained acceptance by



T.S.M.V. "Lochmor"  
(Built 1930)  
Tarbert, Harris 8/34

C. L. D. D.

Image from the "J" series catalogue

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Scottish Cargo and Passenger  
Vessel  
"Lochearn"  
160ft. x 29ft. x 11ft. 4ins. draft  
Speed 12½ knots  
Twin Set of Engines : Total 600 BHP

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the travelling, and especially the people of the Hebrides, for their reliability, sea-keeping qualities and general comfort; especially their central heating in the winter months.

The "twins" were built by the Ardrossan Dockyard Company Ltd which just happened to be a wholly owned subsidiary of Coast Lines, one of the joint owners of David MacBrayne (1928) Ltd. She was propelled by two Gardner 6J9 two-stroke, direct reversing, airless injection, cold starting oil engines having 6 cylinders each with a diameter of 12 1/2" and a stroke of 15" capable of developing 300 BHP; each engine being similar to the single one installed in **Lochshiel**. It would appear that something went wrong with the shipyard's powering calculations as the service speed obtained was only 9.5 knots compared to the intended speed of around 12 knots. This was not a reflection on the Gardner engines which had been tested against a dynamic brake that would have proved each engine was capable of delivering the contract 300 Brake Horse Power but the shipyard may not have considered the loss of propulsive power due to the power taken off from the engine for the engine cooling pump, air compressor and occasional bilge pumping. The larger 8 cylinder Gardner 8J9 engines would have ensured the service speed but it is possible that they were either too long for the fairly confined engine room on the ship or maybe they were just too expensive.

In 1948 **Lochearn** was re-engined with two 330 BHP, Paxman-Ricardo, 12-cylinder Vee diesel engines driving the same propellers through a Modern Wheel Drive reverse/reduction gearbox. The maximum trials speed at full power was 11.7 knots which gave a slightly improved service speed of just over 10 knots. **Lochmor** was similarly fitted with Paxman-Ricardo engines in 1949.

Both ships served throughout their careers on the routes for which they had been designed with very little variation until they were withdrawn in 1964 on the introduction of MacBrayne's first three large vehicle ferries.

It is interesting that the Gardner sales catalogue for the J Type engine shows photographs of both **Lochshiel** and **Lochearn**.

# THE NEW GARDNER J TYPE ENGINES

**Two Cycle, Vertical Engines**

**Cold Starting, Compression Ignition**

**PRELIMINARY NOTICE**  
**TO OUR BRANCHES AT HOME AND OVERSEAS**

**NORRIS, HENTY & GARDNERS LTD.**

(Proprietors: L. Gardner & Sons Ltd.)

**Head Office and Works:**

**BARTON HALL ENGINE WORKS, PATRICROFT  
MANCHESTER**

Telegrams: "Theorem, Patricroft."

Telephone: Eccles 401 (4 lines).

**London Office and Showrooms: 115 QUEEN VICTORIA STREET, E.C.4**

Telegrams: "Normodeste," Cent. London.

Telephone: City 9493.

The "J" series was introduced in 1928 with the first a 6J9 being delivered in June, the largest of the range a 8J9 was delivered in September 1932 to Hong Kong and fitted to a ferry. Production continued until May 1940 when the last one a 4J5 built.\*

It is interesting to note that this preliminary leaflet which would appear to have been for internal circulation to the sales network makes mention of a "J10" which does not appear in the "J" series catalogues, so maybe plans for what would have been the biggest engine ever produced by LGS were dropped, or there were no customers for an engine of this size.

Few of the "J" type seem to have survived, the only ones known to the editor are the pair of 3J5s originally fitted (in 1930) into the Yacht Cordelia, which was owned by the Pochin family. One of which is in the National Waterways museum in Ellesmere port. The other was mounted in a curtain side ERF and has been rallied by Harold Lomas for many years.

If anyone knows of any other survivors either in service or preservation the editor would be delighted to hear from you.

\* Source:-

A Product History over 125 Years by JJ Francis published by the Anson Engine Museum  
L Gardner and Sons Legendary Engineering Excellence by Graham Edge

October, 1927

## THE NEW GARDNER J TYPE ENGINES

### Two Cycle, Vertical Engines

### Cold Starting, Compression Ignition

#### PRELIMINARY NOTICE

1. The following matter is intended to display briefly the principal features and characteristics of this new engine which has been under development during the past few years.
2. **GENERALLY.** The J engine resembles the present T engine; the main point of difference being that it is a cold-start engine entirely independent of pre-heating lamps or electric igniters, or of hot surfaces such as the domes of the T engine. The fuel charge is ignited solely by the temperature of compression, as in the Full Diesel Engines: in fact the J engine is what is commonly known as a Full Diesel Engine with airless fuel injection. The pressure of compression is about 400 lbs./sq. in.
3. As the T engines are not designed to carry this pressure of compression, we are establishing an entirely new series of engines, which in general will follow the T engine list as regards speeds and powers. There will be, however, one exception: the T engine which gives 35 BHP per cylr. will be replaced by the J engine at 38 BHP per cylr.
4. The new series of J engines is being completed by the addition of a J10 engine which will give 80 BHP per cylr., the drawings of which are already completed.
5. **DIMENSIONS OF J ENGINES.** The overall dimensions will differ but very little from those of the T engines.

6. **COMBUSTION CHAMBERS AND CYLINDER HEADS.** These are of extremely simple design and are **completely water-cooled.** (No hot domes or equivalent.)
7. **FUEL CONSUMPTION.** This is particularly low, being of the order of 0.400 lb./BHP/hr., in the larger engines and 0.420 lb./BHP/hr. for the smaller engines. An important characteristic of these engines is that the fuel /BHP/hr. is substantially the same at each of the loads :—
- 10 per cent. overload.
  - Full load.
  - $\frac{3}{4}$  full load.
8. **STARTING.** The engine starts instantaneously from "all cold" and may be at once put on full load or any other load down to no load. The ignition is so certain and precise that **immediately** after starting, the engine will run light as long as desired at any speed from full speed to  $\frac{3}{10}$  of full speed, **without** having to "warm up" the engine internally by running for a short time under load.
9. **SPEED CONTROL.** Just as in the T engine, the J engine is under the control of a variable speed governor which may be set to control the engine at all speeds from full to  $\frac{3}{10}$  of full. The engine will run slower even than this when driving the propeller.
10. It is to be observed that the governor is not of the usual type which merely controls the engine when running at the normal maximum speed: it controls the engine when running at any and every speed within the above mentioned range.
11. The outstanding feature of our governor is that, in the case of a twin screw ship, it enables the engineer to speed the engines equally at all speeds within the range and so distribute the power equally between the two engines. In other words, after setting both engines to run at the speed desired, they may be left to take care of themselves so far as speed is concerned—a very desirable thing in heavy seas, whether in a twin screw ship or a single screw.
12. **MANŒUVRING.** The flexible manœuvring of the T engines is embodied in the J engines together with some improvements.

13. **COMPRESSED AIR STARTING.** This is the same as for the T engines but for certain reasons we have increased the maximum air pressure in the bottles from 250 to about 300 lbs./sq. in. and are compressing in two stages.
14. **FUEL INJECTOR OR SPRAYER.** This is now a very simple fixed sprayer which enters the top of the combustion chamber. The **Rotable Sprayer** of the T engine is not necessary in the J engine.
15. **FIVE-CRANK ENGINES.** We are adding five-crank engines to our J8, J9 and J10 series : as regards balance and smoothness of torque they are little inferior to the six-crank engines and superior to the four-crank engines.
16. **DYNAMO AND ALTERNATOR SETS.** The new engines are admirably suitable for generator sets whether continuous or alternating current and can be "flywheeled" to any reasonable degree of cyclic variation. They are capable of fulfilling the severest requirements of parallel running. The small head room required makes them particularly suitable as Ship Auxiliary Sets.
17. **PRICES.** The J engine prices are about the same as the corresponding T engines with a slight increase for the smaller engines thus :—
- |            |         |            |      |              |   |                |
|------------|---------|------------|------|--------------|---|----------------|
| J5 engine, | same as | T5 engines | plus | 7½ per cent. |   |                |
| J6         | "       | "          | T6   | "            | " | 5 per cent.    |
| J7         | "       | "          | T7   | "            | " | 5 per cent.    |
| J8         | "       | "          | T8   | "            | " | 3 per cent.    |
| J9         | "       | "          | T9   | "            | " | (no increase). |
18. **IT IS IMPORTANT** to say here that we have no intention of discontinuing the manufacture of the T type engines which have proved so eminently satisfactory.
19. Finally, it may be added that the J engine is well out of the experimental stage ; it has been developed from research work carried out during the last few years on engines of widely different sizes, viz., the J5, the J6 and the J9. It goes without saying that we have subjected the final engines to very severe endurance tests at all loads up to 25 per cent. overload.
20. We might add that we are very busy on orders received and pending for the J8, J9 and J10 engines. The smaller engines will follow in due course.

# The Shap Fell Story

For many of us the road over Shap Fell was the stuff of legends, by the time I got to drive it had changed completely, its earlier history is charted in this booklet along with many tales, it makes fascinating reading and of course there is a Gardner connection as many vehicles of the day were Gardner Powered.

The book should be available from any good book outlets having an ISBN number of 978-0-9555167-1-9, all profits go towards the maintenance of the Shap Memorial which is maintained by the Shap Local History Society whose permission was given to reproduce sections of the book.

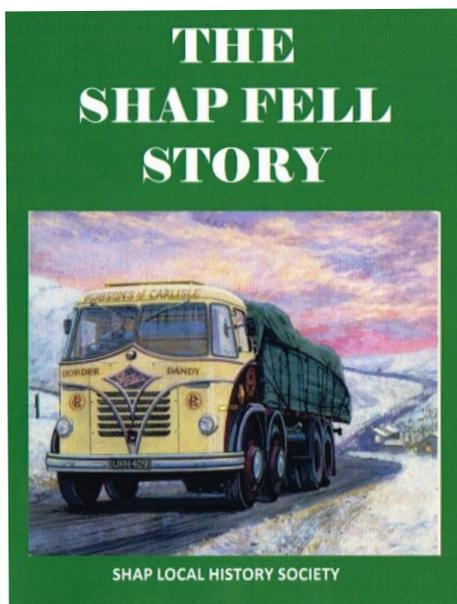
## Introduction (from the book)

Look at any map of the United Kingdom and you will see that if you ignore the M6 motorway, there were only two major direct roads linking England and Scotland. These were the A1 on the eastern seaboard, and the A6 in the west.

The road with most stories to tell, and probably the most hazardous, is the A6 over Shap Fell in Westmorland (now part of Cumbria). If you talk to any lorry driver, coach driver or motorist of the older generations, most of them who travelled the route regularly will have some story to tell about Shap. Shap has become a legend. The section of A6 from Kendal northwards to Shap village, a matter of some 16 miles, began as a drovers' trail, then a pack horse track and subsequently became a road of major strategic importance. Nowadays, since the M6 opened in October 1970, it has become a quiet backwater and tourist route.

The original 1994 booklet was published to coincide with the unveiling of the Memorial at Shap Summit on the A6, which pays tribute to the drivers and crews of vehicles that made possible the social and commercial links between north and south over this old and difficult route before the M6 Motorway opened. Remembered too are those who built and maintained the road, and the generations of local people who freely gave food and shelter to stranded travellers in all the bad weather experienced over the years.

Gordon Baron, Trustee, Shap Memorial Trust October, 1998



## Some Drivers' Reminiscences of Shap Kerr Ramsay - Shap 45 Years Ago

As I left the yard of Holt Lane Transport, Prescot, driving a Mark 1 Atkinson eight wheeler and trailer loaded with 20 tons of copper for Glasgow, it was 5.00 am. The Gardner engine roared into life and my young mate was looking forward to his first journey to Scotland. We passed through Ormskirk, Preston, Lancaster and Kendal. Once through Kendal the steady climb towards the summit at Shap had begun, the Gardner engine started to groan and gave an extra groan as we negotiated Strawberry Bank. Safely over that gradient I knew Shap wouldn't be a problem. We then passed a familiar landmark, The Farmers' Plough Sn, the left; it's then that the road levels out slightly until it passes through a narrow stretch twisting and turning and just missing lorries coming in the opposite direction. We then negotiated one final bend and there was the welcome sight of the Jungle Cafe. We pulled onto the front and went inside to enjoy a most welcome breakfast. The Jungle was more than just an eating place. It was a meeting place for all the drivers and mates to have a chat and exchange news and stories. As we left the Jungle we passed the Leyland Clock, another famous landmark in those days. My mate asked me 'How far are we off Shap?' I said 'Wait until we go round this next bend and your question will be answered!' And there it was. The steep dip down to Huck's Bridge and the long climb to the summit, lorries slowly coming down the hill looking the size of Dinky Toys. Going down the steep bit to Iluck's Bridge I let it coast the last eighty yards or so to pick up speed. To encounter the incline you used to hit the incline doing about 40 mph, but it was only a matter of twenty yards or so before you were down to crawling speed and in low reduction gear. Once again the Gardner engine took on its groan and moan as we slowly made our way up to the summit of Shap. My mate had noticed the one or two wrecks of lorries in the valley below to our left. These had left the road a few years ago, and I told him that that was what happened when you didn't treat Shap with respect.

On reaching the summit we pulled into the lay-by to let the engine cool down a bit and check round to make sure everything was safe before we started the descent to Shap Village, still keeping in low gear so as not to use the brakes too much. Air brakes were still very much in their infancy, and with the heavy load of copper we had to be very careful.

We eased our way down passing the Shap Granite Works and on to Shap village, well known for its hospitality for stranded crews when the road became snowbound. We travelled on to Penrith, Carlisle, Lockerbie and Crawford where we would encounter another famous bit of road -Beattock, but that is another story!



## 2020 Rally at Bugsworth. 6<sup>th</sup> & 7<sup>th</sup> June,

Preliminary preparations have now been completed for the rally with confirmation of the event with Bugsworth Basin Heritage Trust and with the Navigation Inn. Leaving Canal and River Trust to go.

The Navigation Inn is also holding a “Buggy Bash” over this weekend, which will include live music, children's entertainment and a craft fair on Sunday this will be taking place on the land adjacent to the pub. More details to follow at a later date.

After discussions with the proprietors of the Navigation, (Roger and Jan), we have booked the restaurant for the Sunday evening. A menu choice will be circulated nearer to the event for individual choices to be made, which will help the pub to be suitably prepared.

With this newsletter we have included an entry form for next years rally with a space for you to indicate how many places you would like to reserve for the Sunday night, if you wish to join us for the evening meal. Numbers are limited so will be on a first come basis.

For those looking for accommodation, there are some addresses listed on the reverse of the enclosed entry form. Many thanks to member Penny Heath who has researched the area and is still looking for more possible venues for us.

Contact Steven or Judith Gray if you need more information. (details at front of newsletter)

## Electronic Magazine

Copies of each newsletter can be emailed to members who wish to receive it by this method, either with or without a paper copy as well. Any email address used for this purpose will not be made available to any third party. If you would like to receive your newsletter this way please email the editor at [gardnerengineforum@blueyonder.co.uk](mailto:gardnerengineforum@blueyonder.co.uk) with your request and preferred email address.

The file will be in PDF format (usually around 2 Mb) so is universally readable

## Anson Engine Museum

A new addition to the Gardner collection of engines arrived in mid September. Having been repatriated by boat An 1993 LG1200 which was the last new design before the company closed, only around 25 were built with most beng shipped out to Thailand for fitting into buses.

Images and description info by courtesy of the Anson Museum Via Facebook



## Choice of A.G.M. Venue

It is well worth the time to write a few lines of appreciation to our committee members who selected the venue for this years A.G.M.. Bearing in mind that the Gardner Forum membership is scattered all around the country, the chosen town of Kidderminster is comparatively easy to access by ALL forms of transport making it ideal. Think about it, where else could be better. The A.G.M. Meeting room was in the towns Museum of Carpet located in the central shopping area just a few minutes walk from the bus and railway stations. Car parks are numerous but you have to pay!, Even the towns Staffordshire and Worcestershire Canal is lets say “a good stones throw away”. All very convenient and would you believe it, the Museum entrance is shared with Morrisons supermarket store with its cafe and the usual refreshments all realistically priced. The A.G.M. location was a “winner” no doubt the business of the meeting will follow within theses pages in due course.

Peter Freakley



### ASHORE'D BOAT MOVING NARROWBOATS AND CRUISERS MOVED ON ALL INLAND WATERWAYS.

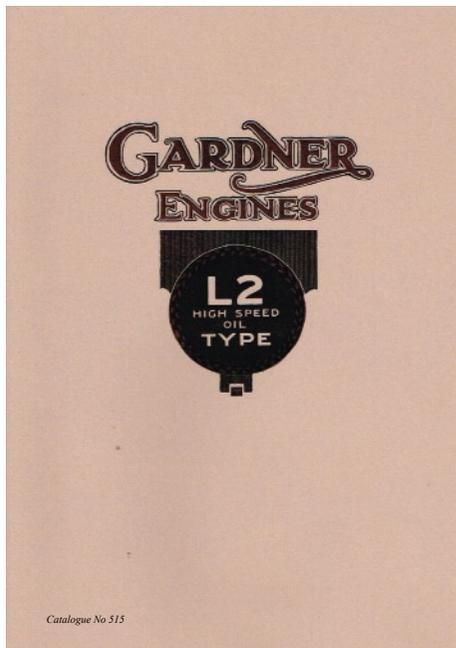
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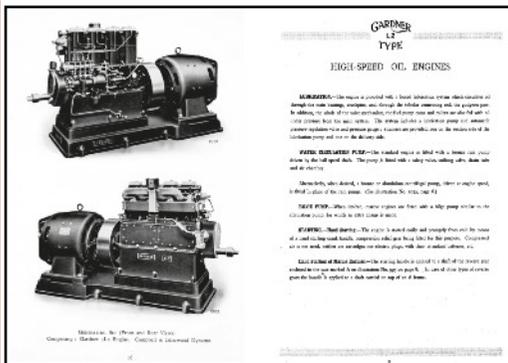
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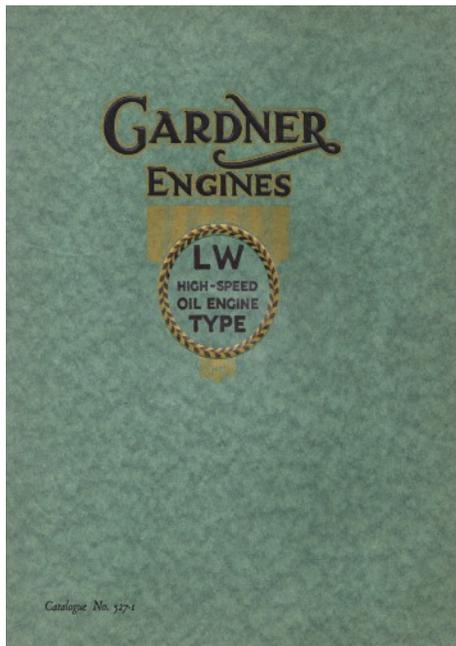
# Merchandise



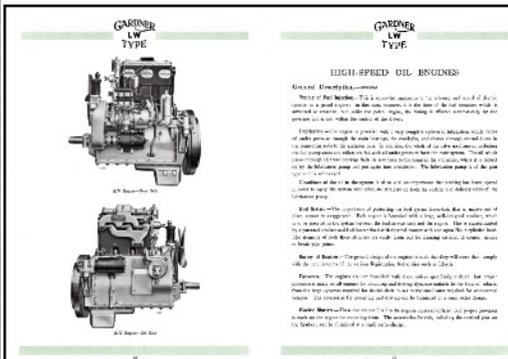
Reprint of sales catalogue 515, scanned and cleaned up from an original circa 1930 edition. 24 pages detailing the available range of 1-6 cyl engines with installation and outline drawings. Printed on good quality paper and slightly enlarged to A4



Both publications are available at £7.00 each plus £1.50 for P&P



Reprint of sales catalogue 527.1, scanned and cleaned up from an original circa 1935 edition. 32 pages detailing the available range of 3-6 cyl engines highlighting the qualities and advantages of the engine. Printed on good quality paper and slightly enlarged to A4. Original copy provided by the Anson Engine Museum



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Grey Long Sleeved Sweat Shirt  
£17.00 each

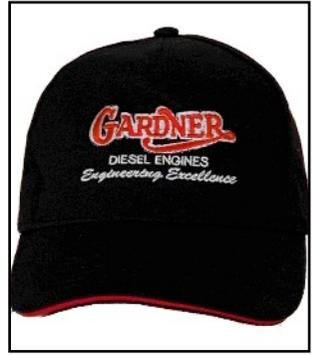


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**Darren Smith: 07516 782 499**

**[classicdiesel@hotmail.com](mailto:classicdiesel@hotmail.com)**

# ANSON ENGINE MUSEUM



The museum is also open each Friday & Sunday between Easter and the end of October but on these occasions the number of engines running may vary depending which volunteers are available. If no engines are running a reduced entry fee will apply.

The Museum holds many records of Gardner and other makes of engine and also offers a dating service. Go to <http://www.enginemuseum.org/news.html> to find the downloadable enquiry form

Special events occur throughout the year normally at Bank Holidays  
See the Museum Website [www.enginemuseum.org](http://www.enginemuseum.org) for up to date information

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Disclaimer please see note 3 on page 1