

GARDNER

Engine Forum



Autumn 2018

www.gardnerengineforum.co.uk

No. 34



*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

Renewable on the anniversary of joining,

Payable by cheque, electronic funds transfer or standing order.

For electronic payment please tick the box

The treasurer will contact you with the banking details

Cheque's payable to:- Gardner Engine Forum

A complete application form can be downloaded from the website at

www.gardnerengineforum.co.uk/subscribe

Please complete the above and send to

Mrs J Gray

29 Verity Walk

Wordsley

Stourbridge

DY8 4XS

Gardner Engine Forum Philosophy

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

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Contents	Page
Chairman's Notes	2
AGM Notice	3
Anson Museum 150 th anniversary exhibition opening	4
Etruria Rally	10
Help Wanted Social Media	14
Extract from Autumn 1985 Gardner News	15
Events	16
Electronic Magazine	17
Merchandise	18

Advertising Rates:
Free for Members Personnel Ads
Trade ½ page
£25 per 2 editions

Cover Picture
An early photograph of
Barton Hall Works.
On display at the
Anson Engine Museum

Chairmans Notes

The last time I put pen to paper snow was still on the ground, I am a little late with my autumn notes having had a few days in the north east during which summer was still with us. I have had a busy time this year with regards to the 150th year anniversary of Gardner engineering. From the feed back that I have received since our rally at Etruria the event was a great success. I would like to take this opportunity to thank all the people who helped with the organisation and to all of you who attended. It made my weekend to see the HF13 present.



I have also received thanks and appreciation for the anniversary lapel badges that we sent out to all members.

In August I went up to the Biggar Rally in the Scottish Borders, this was well worth it. Whilst there I met Norman Thomas with his Gardner powered Atkinson plus two on the platform. Norman intended to come to the rally at Etruria but due to last minute work commitments was unable to attend.



Jack and Steven Sandilands had entered their 1L2 into the Stationary Engine section and came away with the best in show award. The

borders I must recommend if you want a few days holiday.

Many of you will be aware of the exhibition celebrating the 150 years of Gardner engineering held at the Anson Museum, many of the Gardner family were present with Paul Gardner conducting the opening ceremony.

We will soon be celebrating the 100th anniversary of the ending of the First World War. I was recently reading an old journal published by the Institute of Diesel and Gas Turbine Engineers about the British tank engine. My father was an apprentice at L.G. & S and helped a fitter to build the first one at Patricroft.

In late 1916 Harry Riccardo was invited to prepare designs for the new tank engines, the first production engines were built 6 months later !

A number of manufactures built them, I am told that L.G & S built 400 of them and handled all the crankshaft production.

I would like to welcome new members.

Michael Grant. M.B.E, Christopher Pritchard, Christopher Hatch, Peter Henderson, Chris Plumpton , George Stockton, Graham Servante, Adrian & Myra White, Mike Mazurkiewicz, Tony Merridale, Ian Brown, Andrew Webb, Michael Cope, Tony Green M.B.E., Simon & Carol Jenkins, Paul Kitchen, Nigel Musham, Timothy Purbrick, Martin Gray.

2019 Annual General Meeting

Due to dwindling numbers at our A.G.M's, held in non rally years and as our membership is widespread. We have decided to try out different locations around the country, in an attempt to increase the attendance at these meetings, So next years A.G.M will be held

At the

Museum Of Carpet

Stour Vale Mill

Green Street

Kidderminster

DY10 1AZ

on

Saturday 13th April

At 1.30pm

Depending on numbers will we arrange a conducted tour of the museum after the meeting. If you are intending to attend and would like to join a conducted tour please let us know by email to

gardnerengineforum@blueyonder.co.uk or by telephone on 01384 827745

There is a Morrisons supermarket attached to the museum, that has a cafe which serves lunches and other refreshments, for anyone interested in a local place to eat, prior to the A.G.M

Museum website <https://museumofcarpet.org/>

Note :- if you received a leaflet at the rally please note that the date was incorrect

Anson Museum, Gardner 150th Anniversary Opening

On June 23rd the Anson Engine Museum held the official opening of the “150th anniversary of Gardner Engineering exhibition. The opening ceremony was performed by Mr Paul Gardner accompanied by many of the current Gardner family members.



GARDNER 150



In the year 1840 a baby boy was born whose family name would one day epitomise engineering of the highest quality. Lawrence Gardner was born in Liverpool.

In 1868 he started his own business in Upper Duke St, Manchester. He affixed name plate proclaiming "L Gardner, Machinist"

The original brass plaque survives to this day and is on display at the museum.

Over the years the edges have been nibbled away as the need arose for "a bit of brass". A prudent company like Gardner would have used the brass they had rather than go out and spend on new when there was some lying in a cupboard.

A replica plaque was made and now adorns the archway to the Gardner Room at the museum.



In early years all sorts of general engineering and milling took place, including the manufacture of dentist chairs. Having outgrown Duke St, the business moved to Cornbrook Park Road in 1884.

On the death of Lawrence in 1890 his sons took over the running of the business, moving the expanding company to Lund Street in Manchester, 1891.



A replica plaque was installed on the entrance to the display shown here being finished by a younger member of the family





The replica workshop with Gas Engine and Dynamo

Gardner No 6 Hot Air Engine

Pre 1900
5/8 BHP @170rpm
Bore 10" Stroke 10"

History

L Gardner and Sons first produced the Robinson Hot Air Engine (under Licence) at Cornbrook, Manchester in April 1894. Then at Patricroft until 1912. Used for pumping water at a farm in Sussex until 1958 when it suffered frost damage and was withdrawn from service.

On Loan from the Texas Group



EXHIBIT LOG SHEET
 Courtesy of the Axon Engine Museum

Make **L. GARDNER & SONS**

Model **TYPE NO 2** Fuel **TOWNS GAS**

Year of Manufacture **1896**

Serial No. **241** BHP **2 BHP**
 Bore Stroke **1 1/8"**

Owned by _____

History **GARDNER NO SYSTEM STARTED AT 81 (IN 1894) THIS ONE 241 IS THE 2ND EARLIEST KNOWN SURVIVOR!**



AXON ROAD - FORTYON - GARDNER - 2612 LTD - FIRST STREET
 www.gardnermuseum.org



4FHM

History

This engine was built as a spirit (Petroleum) engine for use by the military, but is believed to have gone direct to Klinger Stein Hosiery Mills Ltd. Godmanchester Huntingdon instead.

In 1924 it was converted to paraffin.

EXHIBIT LOG SHEET
 Courtesy of the Axon Engine Museum

Make **GARDNER**

Model **2BCR** Fuel **PARAFFIN**

Year of Manufacture **1921**

Serial No. **24743** BHP **9**
 Bore **4"** Stroke **4 1/2"**

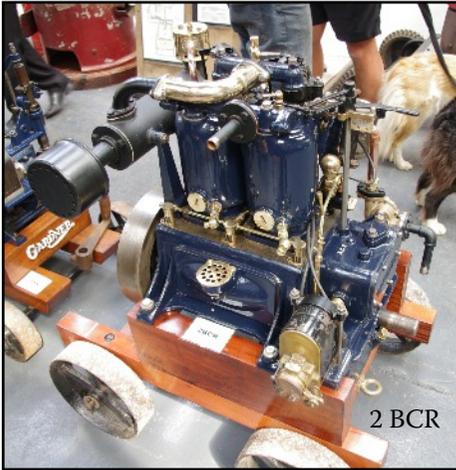
Owned by _____

History **THIS ENGINE WAS FIRST TESTED 31 MAY 1921. IT WAS SUPPLIED TO COLONEL MCGIE GLENKILN. IT WAS STILL IN SERVICE IN EARLY 1970'S**



AXON ROAD - FORTYON - GARDNER - 2612 LTD - FIRST STREET
 www.gardnermuseum.org





2 BCR



"VT" Stationary Type



"8 LW

GARDNER 150

They began to manufacture hot air engines on behalf of Robinsons, available in 3 sizes. They continued to produce Robinsion Hot air engines until 1914.

In 1890 the Otto cycle patent had expired and several companies experimented with their own versions of this engine which until now had been the exclusive production of Crossley Brothers in the UK. Thomas and Edward Gardner designed and built their version of the Otto four-stroke cycle.

The first Gardner engine was produced on 5 May 1894 with the serial number 81, fuelled by Town Gas. (Had there been 80 Hot Air Engines produced hence numbering this engine 81?)

Within the first two years of engine production Gardner had made almost 100 machines.

Once again the business had outgrown their premises resulting in a move in April 1898 to land they had purchased a few years earlier, part of the estate of Barton Old Hall. At first the works only covered ½ acre.

By 1899 they produced their 1000th engine.

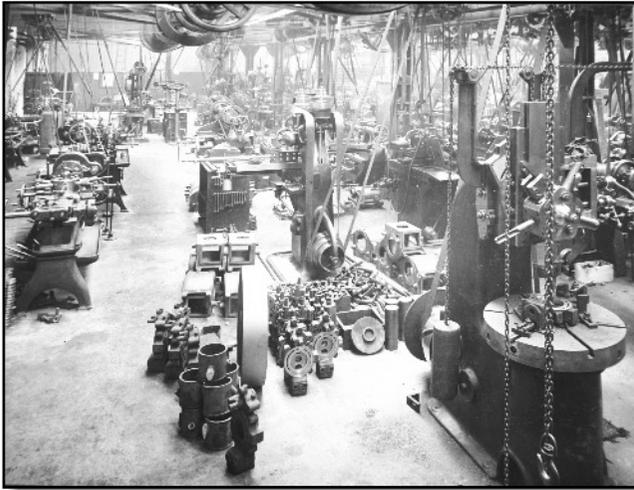


Further expansion in 1901 was financed forming a limited company, when the name L Gardner & Sons Ltd was adopted.

As the works continued to expand further parcels of adjoining land were added. By 1914 there was almost twenty-four acres comprising the site of Barton Hall Engine Works. Never again would another relocation be necessary for Gardner.

Having bought their sales agent (Norris & Henty) they used the name Norris, Henty & Gardner for sales and marketing purposes. Around this time the now famous Gardner logo was produced.

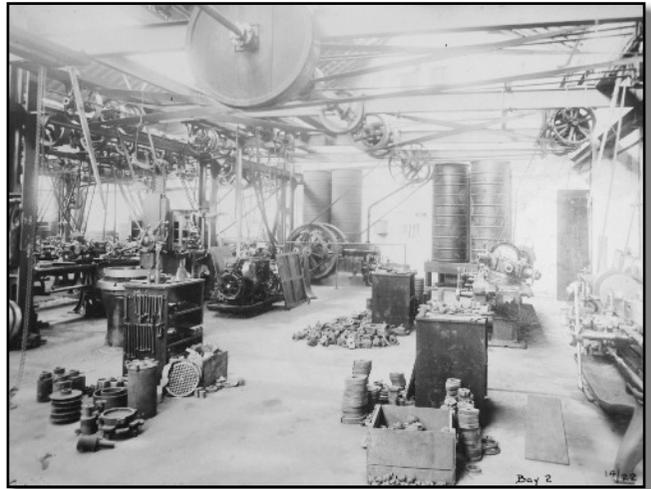




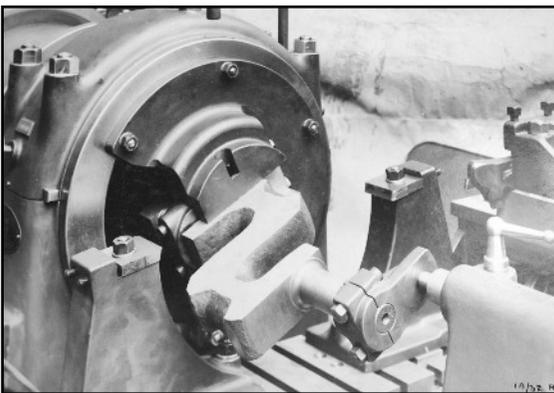
Early production, on the floor in the foreground can be seen a variety of castings ready for machining or part machined. In centre picture a couple of horizontal engine cylinder blocks. In the background at least two crankshaft lathes.

Notable is the lack of guarding on the belt drives and moving machine parts.

In the background the horizontal engine is the motive power for the workshop, the two tanks are for the engine cooling water. That end of the workshop was probably warm in the winter and overly hot in the summer. In the foreground some cam blanks awaiting machining. On the left a fly-wheel on a vertical boring machine.



A crankshaft ready for machining in one of Gardner's own crankshaft turning machines.



Photographs are from a book that was on display at the time of the exhibition and are from the archive held at the museum.



Foden of Sandbach began to make steam powered lorries at the turn of the last century. For a time in the 1940's and 1950's they also marketed a range of high quality bus and coach models.

Foden chassis's were very well built and used the popular Gardner engine, but the quality came at a high price and sales never reached expectations. Even so the coach with its modern tin front, was popular for a time, especially in Cheshire and Lancashire. Apart from being a rare surviving Foden, this bus carries the last body by Lawton of Stoke, one of the many short lived body builders to spring up and fade away around this time

LMA 284 was delivered to Coppenhall Coaches of Comberbach near Sandbach, with a body by Wadham and was rebodied in 1954 being sold to Bullocks shortly afterwards. LMA 284 is powered by a 6LW and entered service in 1949 eventually being retired in 1974, the coach is still owned by Bullocks and can be seen at the Museum of Transport in Manchester.



A 3J5 mounted on the ERF which is powered by a 6 LXCT

The preceding images and text only show a small number of the exhibits which are on show, There are examples of pretty much every type of engine that Gardner's produced over the years. If you missed it this year you may get a chance again after the museum reopens next year.

Etruria Rally

The weekend of the 15th and 16th of September saw the 13th Gardner Engine Rally, centred around the junction of the Trent and Mersey Canal and the Caldon Canal. The rally was held in conjunction with the Etruria Industrial Museum which incorporates Shirley's Bone and Flint Mill.

Over the weekend we had a total of 39 engines on site, 17 in narrow boats, 13 in commercial vehicles and 9 stationary.



As this was a joint rally with the Etruria Museum's "Heritage Weekend" on Saturday there were also around 25 vintage stationary engines from varying manufacturers on the rally field.

The museum was open all weekend along with its coffee shop, with regular running of the steam engine and tours of the bone grinding process in Shirley's Bone and Flint Mill. There was plenty for everyone to see.

As usual, we had our own gazebo set up in which the Forum shop was selling Gardner Branded Merchandise. It also acted as a focal point for chin wagging.

Also in the tent was a series of display board's chronicling the different types of engines and the periods during which they were manufactured.



Above:- A 1L2 Ex lighthouse engine exhibited by Philip Piper of Bideford, Devon.



Right;- A 2V petroleum engine exhibited by Arthur Weston from Bickington, Devon.



A 1F petroleum/spirit engine. Exhibited by the Anson Engine Museum.



A 0VC engine driven compressor. Exhibited by the Anson Engine Museum.



A 6LW exhibited by Mick Cope



A 0 size Gas engine which ran happily for most of the weekend. Exhibited by Paul & Jessica Pharaoh of Greta Green.



On the right the 4LW powered Foden belonging to Peter Davis of Hyde Cheshire
 On the left a Foden that has recently been rebuilt by Steve Boot, which Peter's father had driven in its early days and Peter has a photograph of himself as a youngster with his father stood in front of the lorry.



This 6LXB powered "M" Seies ERF belonging to Thorpe Transport is believed to be the oldest commercially registered lorry still in commercial use. Although not seen at recent Gardner rallies, it still has a plaque on the dashboard from the first rally in 1995.

John Ramm's 8LXB powered 6X4 Atkinson Venturer with King Low Loader trailer, at 52 ft overall length it was the largest single exhibit on show.



The trailer is set up to look like a portable generator unit which would have been used in emergency situations. It serves as living quarters for rallies and other events.

On Saturday evening, the Hog roast was served on the balcony of the museum along with the Titanic Brewery bar selling real ale. The coffee lounge was made available for our use where the entertainment was provided by long time member Mimi Alderman on her electric keyboard. This continued until around 8-30pm when it was time for our host to depart for an important family 21st birthday party.



Sunday saw the arrival of Classic cars to the rally field. There were many comments of "I learnt to drive in one of those" or "we had one of those". A good cross section of vehicles across the years from the 1940's to the 1980's.

Sundays weather gradually deteriorated leading to an early departure by many of the classic vehicles.

If a rallies success can be measured by the thanks that we received at the end of the event, then this rally was a great success. So a thank you to all of you who took the time out to say how much you enjoyed it.

It was also good to see members who also made it from the extremities of the country.

A thank you to all the participants who travelled from far and wide to get to the rally, and all who help set up and take down the site.

A final thanks to Tony Green, Bernard Lovatt, Barry Job and Maurice from Etruria Industrial Museum for making the event run so smoothly.

Although the next rally will not take place until 2020, it is necessary to give some thought to a location, We already have suggestions of Astley Colliery (Manchester), Stourbridge, Gloucester, Burton on Trent, Dudley, Chirk, Bugsworth and Huddlesford, most are locations at which there has been a previous rally. If any member feels that there is a location near to them which has suitable facilities to accommodate narrow boats, road vehicles and stationary's then the committee would like to hear from you.

At this years rally, there were other events running at the same time. All the previous rallies have been Gardner only events. To maintain a suitable visitor base, do we need to consider combining with other events?, or expanding our own event to include other activities.

Your views would be appreciated, please contact a committee member or email:- gardnerengineforum@blueyonder.co.uk

Help Wanted

Member Mike Mazurkiewiez is the proud owner of an 8L3 which is currently dismantled. He is looking for help in reassembling the engine. If you can help Mike in his quest to return this engine to operation, he can be contacted by email at geosenics@btinternet.com or by telephone on 07811673341
Mike lives in the Warrington area.

Social Media

Our secretary received an enquiry “do you actually have an online forum as its part of your organisations name”. The answer is yes we do but not necessarily in the way with which the enquiry meant.

During his tenure as membership secretary Joe McCool set up a closed Google group for use by members, this is still active although has seen very little activity in the last twelve months.

At the last committee meeting we discussed the topic and decided to ask the membership, should we have a presence on Facebook?. If so we need someone to set it up and act as a joint moderator along with a committee member. If any member thinks this is a good idea and would like to set it up then please email:- gardnerengineforum@blueyonder.co.uk and we will pursue it.

Gardner Engines now offered in Scandinavian Coach Chassis

Twelve Gardner vertical 6LXCT, 230bhp diesel engines have been supplied to Finnish coach manufacturer Kabus Oy, the first of which went into service in April 1985

These 13 metre inter urban coaches, with a top speed of 74mph (118km/hr), are operated by Koiviston Auto on routes of up to 400km, to major destinations in Finland, including Helsinki in the South and Oulu, just South of the Arctic Circle, in the North of the Country.

So far, four of the Gardner engined vehicles are on the road, the remaining eight are being completed for service at the rate of one per month. Fuel consumption of the first four coaches is showing a 15% saving against other vehicles in their large mixed fleet.

(continued on page 4)

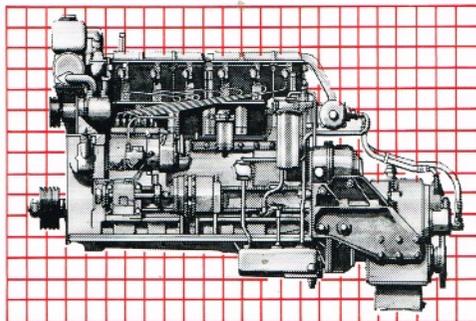


MORE POWER AND ECONOMY FROM GARDNER

A new, compact six cylinder turbocharged marine diesel, designated the 6LXDT, is being introduced by Gardner. Available in power ratings of 182bhp or 206bhp for propulsion and 182 to 230bhp for auxiliary applications, the first production engines will be available at the end of September 1985.

Developed from the well proven 6LXCT unit, the more powerful 6LXDT, with a capacity of 12.7 litres, compliments the existing range of six and eight cylinder Gardner marine engines.

(continued on page 6)



GARDNER DIESELS ARE THE LEAST EXPENSIVE TO REBUILD IN THE OVER 28 TONNES SECTOR

In an independent report on diesel engine parts prices in the August issue of "Transport Engineer" the journal published by the Institute of Road Transport Engineers, Gardner diesel engines have been declared the least expensive to rebuild compared with 21 other engines currently used in trucks above 28 tonnes gross.

The Transport Engineer report quotes: "When it comes to the big engines, most commonly powering haulage vehicles above 28 tonnes gross, the winner of the rebuild-cost contest is Gardner—by far. Even the straight eight is as cheap for an in depth overhaul as the sixes of Leyland, Daf or Volvo".

(continued on back page)

CONTENTS

Page 2
More 320bhp 8 wheeler trucks

Page 4
65 Leyland Olympians for Tyne and Wear PTE

Page 6
Luxury Cruising with Gardner

Page 8
Do you use Genuine Gardner Filters?

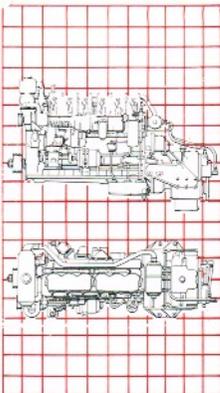
6LXDT ENGINE FEATURES

(continued from front page)

...The 6LXDT features a revised cylinder head and has a 15:1 compression ratio to reduce cold smoking. The diameter and web widths of the crankshaft are identical to the 8LXCT, as are the main and big end bearings, although the overall length is the same as the 6LXCT. Pistons are fitted with a cast iron insert to prolong top ring groove life.

CAV Majomec fuel pump and injectors are fitted as standard. The injector pipes run through the cylinder head making an oil tight seal around the pipes and the injectors are fastened by three clamp bolts. The oil cooler pump is crankcase mounted and long life oil and fuel filters are standard fitments.

The 6LXDT is equipped with closed circuit fresh water cooling systems suitable for combining with either engine mounted heat exchanger or keel cooling. Complete with a shallow case marine gearbox, the new lightweight Gardner marine engine weighs just 1,615kg.



KABUS ÖY STORY

continued from front page

...Fitted to chassis and bodies built by Kabus Oy and driving through ZF S6-90 gearboxes and Telma retarders, the design integrates independent front suspension, front mounted light weight fuel and air tanks, whilst the high floor configuration allows for large luggage compartments between the axles.

These coaches must cope with winter temperatures, with an average low of minus 30 degrees celsius. The only special adaptations required are; the electrical heating of the engines overnight and start pilot equipment, to ensure easy starting in these extreme temperatures.



Gardner diesels are the least expensive to rebuild in the over 28 tonnes sector. (Continued from page 1)

The report continues: "There are some surprises among the big diesels, the Cummins L10 is just about as dear to overhaul as an eight cylinder Gardner. Were it not for Gardner and Leyland, the big British engines would not be offering much competition to their rivals from the rest of Europe."

Of the 21 engines over 9 litres in capacity evaluated by Transport Engineer for the cost of a deep overhaul, Gardner engines came first, second, third and seventh in terms of being the least expensive. The cheapest to overhaul is the 6LXB at £2105 followed by the 6LXCT at £2312 and the 8LXB at £2595. The 8LXCT at £2866 was in seventh position..

Engine going for free

An 8L3 largely dismantled and in poor condition is available free of charge to anyone who would like to remove it.

We are currently clearing a croft in Scotland and have found an engine. Rather than scrap it we are trying to find a new home for it.

It is located in Wick, Caithness.



It would appear that all the major components are in place.

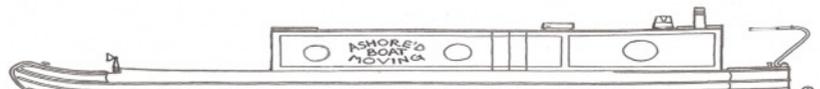
The crankshaft can be seen in the first photograph when enlarged

Contact Linda Myers for further information email:-lindammyers@hotmail.com

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 with your request and preferred email address.

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



ASHORED BOAT MOVING NARROWBOATS AND CRUISERS MOVED ON ALL INLAND WATERWAYS.

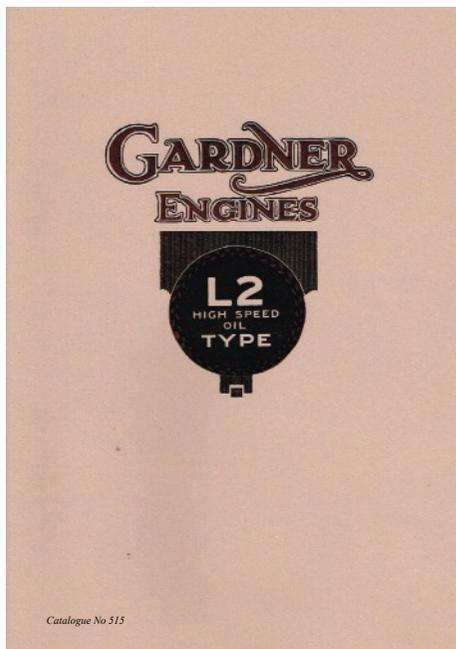
OVER 25 YEARS EXPERIENCE.

C.C.B.M. & R.Y.A. INLAND WATERS HELMSMAN QUALIFICATIONS.

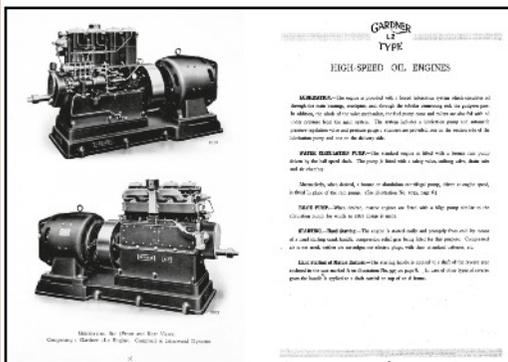
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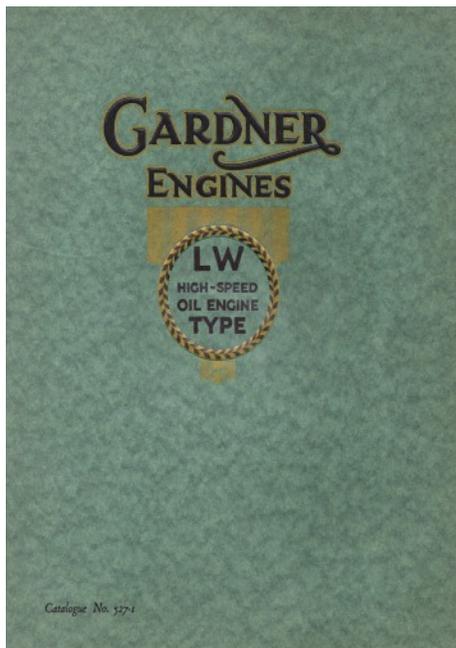
Merchandise



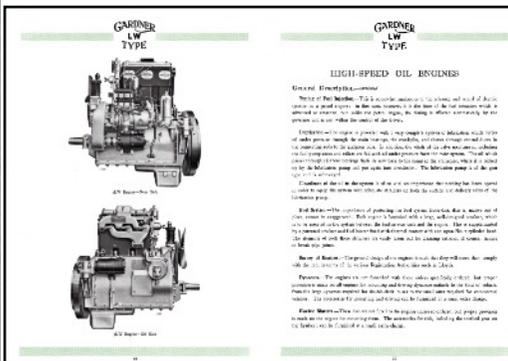
Reprint of sales catalogue 515, scanned and cleaned up from an original circa 1930 edition. 24 pages detailing the available range of 1-6 cyl engines with installation and outline drawings. Printed on good quality paper and slightly enlarged to A4



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



Gardner Merchandise



Long Sleeve Fleece
Sizes L,XL,XXL
Colour. Black.
£20.00 each



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Sizes. L,XL,XXL.
Colour. Black.
£15.00 each

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Colour. Black



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Colour. Black



Out of stock



Pin Badges £4.00 each

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Pens £1.00 each



Cut Vinyl Sticker
External Surface Fixing
Size. 175mm x 45mm
£2.00 each



Sizes listed are generally in stock, other sizes available to order
Postage and packing to be added at time of despatch
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Charles Mills: 07712 052 635

Darren Smith: 07516 782 499

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 for up to date information

Anson Road, Poynton, Cheshire, SK12 1TD

Tel: 01625 874 426 Email: enquiry@enginemuseum.org



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