



CRANKING



Issue 11/16

Nov-16

The Wessex Stationary Engine Club's Monthly Newsletter

From The Editor

Just a brief apology from me this month, I have had the nasty computer Gremlins in messing with my stuff and last months first draft got published instead of the proofed copy so apologies for the slightly odd look and the couple of mistakes. Also if anyone else gets an email looking as though it is from me, inviting then to buy American candles or go paintballing, trash it, it be those pesky Gremlins again !!

Best Wishes

Karen

Calendar of Events

Key CN= Club Night, E=Event

CN Held at the Old Down Inn Emborough at 8pm

Nov 31st Model Evening (alternative hobbies)
Eric Gay

Dec Friday 16th December - Christmas
Party at the Old Down Inn - ring Eric
Gay to confirm attendance please.

Find Us at :- www.wessexsec.org

and like us on Facebook

Wessex Stationary Engine Club

Out and About with Jackie and Robin

Our Rallying year got off to rather a dubious start with two events cancelled and one washed out things just had to get better and sure enough they did .

We had a break from our usual events on **Sunday 17th July** and went to **Shepton Mallet flea market** on the Bath an West Showground , this event must have had several hundred stalls inside and outside and after 4 hours traipsing around we never covered it all and as the hot sunshine got the better of us we called it a day. I did miss one or two things that were interesting here thinking I will look back later and of course when I did they were sold, (he who hesitates) !

23rd & 24th July saw us at **Ducklington** which is almost at the bottom end of Brize Norton Aerodrome, which has lots of planes of all descriptions in and out all day (and into the small hours I must add). We have been coming here for a few years now and the event must have doubled in size, in fact the S E section had almost 200 entries ! Now this is going to take some believing, one Exhibitor brought along almost 40 commercial vehicles and 2 tractors and employed a security company to keep an eye on them during the hours of darkness, known as the Freshwater collection the restorations are superb and a credit to the owner.

5/6/7th August saw us at **South Cerney**, always a nice event with exhibitor parking to the rear of our engines, which is most helpful especially if the weather is a bit on the grim side. Always lots to see there with a large interesting stall section, as last year I found a lens grinding machine (well not everyone's cup of tea) but it runs well with our hot air engines. An added bonus here was to meet in real life our Editor Karen, who along with her husband Phil had brought their vintage lorry as an exhibit and chatting to Phil found we had a common interest in scrapyards and the families that used to run them. I always enjoy the journey here as we pass by the Kemble Airstrip and look at the planes being cut up not just for scrap metal but no doubt for second hand spares, I often wonder just how much a low mileage Jumbo jet engine would set you back ?...

13/14th August was the **Bridgewater Classic Car Show**. We never actually got to this event having supported it for many years owing to a prior engagement, but our old mates who did attend say it went off very well and did as in other years hang on until the Monday morning and headed on down the motorway in the direction of Cornwall for the next weekends event, I should say its great belonging to the Retirement Association as you can do these sort of things, the downside is the wages aren't very good !

Chairman's Report by Eric Gay

With the Gala Day at Westbury on the 11th September over, our next outing was to **Berwick St John** on the weekend of the 17th & 18th. What a great weekend it was, Berwick just gets bigger each time it is staged. We went to that very first one, that seems like a lifetime ago and thinking about it I can't remember what year it started but I for one would not miss this event. It was great to see so many members of the Wessex Club supporting the event, Maureen and I met up with friends we had not seen in a while. Pete Gear had his new toy at Berwick, his Hornsby oil engine which he has rebuilt onto a new base tank that took a lot of work and a great deal of welding but you would never know that it was a copy and not an original. Sue had done her magic with the paint brush and what a great job she had done, well done Sue! What did disappoint me and always does, is the lack of information displayed with the engines and their driven equipment, Joe public may not know what they are looking at, so why not tell them it is not rocket science, just do a little write up board to tell them about your pride and joy. Over the weekend I must have spoken to around 30 members of the public and all because I have a write up board and they stop and read it, this way they become interested and want to know more. Because of this we distributed just under 100 club flyers and the same for the Sale at Cranmore.

To stage and run a show of that size must be a nightmare, our own event at Semington takes months to arrange so what it must be like to arrange Berwick I hate to think. It was a great event with good weather, lots to see and lots of good friends to chin wag with. I know with me you would like to thank those who all work so very hard to stage the show at Berwick St John, so to you all thanks for again putting on this great event.

The next highlight was to be **Monday 26th September**, club night at the Old Down Inn, an illustrated talk by Mr Rodney Cross. Unfortunately Mr Cross was taken ill and admitted to hospital, only being discharged on the day of the talk, I know along with all members of the Committee we wish him a speedy recovery to full health. All was not lost as the evening was taken over by his 2nd in command, Mr James and what a wonderful evening we had, it is a long time since I have gotten home after midnight from the Old Down Inn.

Cross Engineering started way back with the grandfather of Rodney Cross. As a young lad after leaving school he was set to become a solicitor, but after a short time the firm wrote to his parents saying he was not cut out for this type of work he wanted to be an engineer. Now back then you had to pay to become an apprentice, and being part of a large family the money could not just be found for this. To the rescue came big sister, now she had gone and got married, to a Minister of the Church in Scotland, back in those days one did not pay for apprentices in Scotland. So young Cross went to Scotland, he excelled in his training and studied hard, until at last he returned to Bath. A job followed with the Bristol aircraft company (he designed the machine gun mounting and under carriage for the Bristol fighter in the first World War). Now travelling to Bristol every day on a 350cc Triumph of the late 1920's, early 1930's was no fun, it was gutless and would not steer well. 'I can do better than this' he thought and designed a damper for the front forks and then turned his attention to the engine, making a new piston and barrel, this made a great improvement in speed and handling. It was not long after that he turned his thoughts to the induction side of the internal combustion engine, they did away with the push rods, cams, cam followers and the timing gears to drive the valve gear, just a half engine speed sprocket on the main shaft and a drive chain to the rotary valve. This is how it all started and a great many engines were fitted with this type of valve gear, used in racing, hill climbs and road machines. From this work it was only a short time until Cross Engineering were making special pistons and rings for all types of engines, even Enfield motor cycles and Cotton/villiers engines - do you remember Bagger Goss riding the unbeatable 250 Cotton in scrambles?

Now to the present day, Cross Engineering make seals and rings for jet engines to a precision that makes the mind boggle. One thing I was shown was a piston from a formula one racing car fitted with one ring 25 thou wide in the centre was a groove filled with plasma, this made a perfect seal with next to no friction, this engine went on to win the world championship. The company now have factories at Bath and Devizes supplying products to many countries, 9 million sold to China, can't be bad. >>>> continued

Chairman's Report - Continued

They are mostly for their coal fired power stations, I wonder why they don't go nuclear after all we are getting their help to build an atomic power station in the UK, God help us !

The next event was the **Cranmore sale on the 8th October** . The first job was to go and get the signboards from the store at Gordon's farm at Whaddon. Now I found the posts ,but what had happened to the signs, it appears we have been visited by the fairies as they had completely disappeared. It was too late to get new ones made so it was a case of make do and mend , our yellow road sign boards that we use for the rally had to be adapted, but it worked and new boards for 2017! I am pleased to tell you the event was yet again a good money earner for the Club, and thank you all for coming and giving us your support.

The date for the **Spring Sale will be March 11th 2017** ,so you now all have plenty of time to sort out the workshop and find all those goodies you don't want and turn into hard cash at the sale, just think with all that money you just may be able to buy a new toy but don't let her indoors know until the deed is done, or she may just have wanted you to spend that lovely money on meals out or a new outfit not on one of those dirty old lumps of rusty metal.

Well that is about it for this month, except to say to say that the 2017 rally will have new entertainment for the Saturday during the day and evening and during Sunday, a five piece group playing music from the 60's to the present day ,so that will be another first for the W.S.E.C.

My Mate Old Deadly

Now tiss a long time since I bin down to see me old mate Deadly, so tother day I went off to see ow he were getting on. Banged on the door, after a bit I eard he coming along to the door 'what's thee want ?' that's the greeting I got. 'I came round to see how thee be getting on, I ent come on the cadge, tiss bin too long since I seen thee last, why dunt thee put the kettle on and thee and I can av a bit of a chin wag.' Come on in then and I'll see what I can do , I spose thee want some biscuits as well as tea.' Well ee got the tea on and we sat and I said what's bin doing with thee self then. 'Oh I kip going and I can still wield they spanners, I ent lost the knack yet boy. Get that tea inside thee and come we I and av a look in the garage'. Well I swallowed the last of the tea and went out to the garage . 'Thur take a look at that, thee ent seen one oh they av ee ?' There sat on the floor of the garage was another lump of rusty metal. 'Well boy that be a Stuart Turner N Type 1924 two stoke 3/4 hp, wants a bit of work' , well it wants more than a bit said I. 'What's mean ?' he replied , 'if I can't get ee going in a bit I will eat me 'at mate, yer come on av a look in me workshop, I 've already made a start'. Well set up in in his lathe was the flywheel skimmed and looking near like new. ' See boy I can still do a bit of magic'. He had turned a tapered boss, fitted the flywheel to this, got it running true and re-machined what had been a very very rusted flywheel. The magneto and the drive gear are missing so what are you going to do about that I asked ee. 'What's think I be gonna do, I'll find another magneto and if needs be make a sprocket, t'ent past the realms of possibility. Thee can do most things if thee puts thee mind to it, I bent like thee spend half me time in front thick TV set !' Now come on Deadly thee know I dunt do much of that, got others things to keep me occupied as you well know. ' So have I' said old Deadly 'thur be that other Stuart, thick Sandhurst I ent got round to that yet, I ent far off getting thick little side shaft engine running, then I got they four steam engines to get up and going, I av got a nice boiler that will run they alright' Well you had better get thee ass in gear and get a move on as I should 'ate thee to run out of time, if thee sees what I mean , I said. 'Ah thee needn't think thee be going to get thy grubby 'ands on any of um well not til I've got em running properly, because I will tell ee you wunt ever be as good as I be wi the spanners, you ault to come down yer and be nice to I and I might just show ee a trick or two'. How much nicer do you want me to be, I come and see you now and again ?' . ' Next time bring per own ***** biscuits !' he replied. Well that's old Deadly for you never happy unless ee gets the last word- I will tell you more next time I see the old chap.

Eric Gay

Social News

Chatting to Arthur Smith the other day he tells me Liz has had a spell in Bristol's South Mead Hospital and is back home now and on the mend, so best Wishes Liz, find plenty of jobs for Arthur and have yourself a nice rest.

Sales and Wanted

Please note all sales will stay in for three months and then cleared unless you tell me otherwise- please let me know if anything needs changing next time.

Thank you

Fuller & Johnson 2.5hp 1923 Hit and Miss
Fully Restored on nice trolley £ 850.00
Manco Braced bodied magneto drive gear
for 4ph engine, will fit 2 1/4 hip , Full working
order £ 300.00

Hemmings Steam Boiler (model boats) this
boiler has never been used, gas fired , as
new £ 400.00

Manco 2 1/4hp cylinder head £ 100.00

Old Fire Extinguisher, riveted make a good
cooling tank £ 15.00 ono

Water Hopper for Ruston PT 1.5hp £ 5.00

The Motor Electrical Manual 1936 £ 15.00 ONO

Book of the Rover 1937 to 1959 £ 15.00 ONO

Hillman Hunter Owners Manual £ 5.00 ONO

Hillman Avenger Owners Handbook £ 5.00

The Book of the BSA 1936 onwards £ 25.00

Set of 5 Vauxhall overhaul training manuals
(full set) £ 20.00 ONO

All Above Ring Eric Gay 01225 754374

Troy Tractorvater Mk1 with mower head and

Troy Tractorvater Mk2 with plough

Both £ 80.00 each

Allen Scytile F type Villier Mk25 4 stroke £ 100.00

Howard Barton Rotivator, needs TLC - Sensible
offers

Loads of Howard Bantam Spares - again Sensible
Offers

Merry Tiller Cadet £ 50.00

Contact Tony Lawrence 01264 398210

4 Ply motor home cover, new fits all up to 6m
long £ 50.00

Wheel Clamp £ 10.00

Tank Crew No 2 cooker, Dixie and strap £ 100.00
(as issued to all AFV crews 1950-1980's)

All Above Contact Peter Stacey 01373 472328

Fuel Tanks and Crank Guards Made

Tel :- John Hedges 01635 268359 or

Mobile :- 07831 410473

Branford EG3 Full Running Order £ 200.00 ONO

2 X Lister D 1.5hp £ 100.00 each ONO

All above ring Matthew (evenings only) on
01747 870516

WANTED : - Van Body, something like a British
Telecom Sherpa would be nice, but will consider
anything. Please leave a message on answerphone
01934 852670 Gerald Atherton, Churchill.

WANTED : Parts for Ferguson T20 for young
enthusiast. Please ring Gary Sainsbury for full
details on 01373 865535 or 07872 643306. I know its
a tractor but it has just been reunited with the son
of the original owner, it was sold by his Dad many
years ago, and now Dad is no longer around they
would appreciate any help in the restoration.

WANTED :- Carburettor from a cycle master or any
parts, most needed is the float and needle valve.
Please call Eric Gay 01225 754374

Last Date for Submission in the December Newsletter 21st November

karen.gumm@btinternet.com 01373 822461

All information given will be as accurate as can be, for any errors or omission I apologise in advance for being human
. Please note that opinions expressed may or may not represent club policy.

Wessex Stationary Engine Club Ltd Number 02916481