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CRANKING

44 Years of Publication



June 2024

The Wessex Stationary Engine Club's Monthly Newsletter

FROM THE SUMP

Want life to pass you by super quickly? Become a Club newsletter editor!! I cannot believe how quickly the 20th of each month comes round.....by the time I've finished putting together one edition the deadline for the next is upon me! Apologies for the slight lateness of this month's issue, it's been a really busy 3 weeks, with us exhibiting at the excellent West Bay Rally, Bicton Gardens Father's Day Steam & Vintage Fair then onto the ever-popular Morwellham Engine Rally this weekend just gone. Three weekends on the bounce away from home takes it's toll on things!

Here's hoping the weather has turned a corner and we can look forward to some warm and drier weather for the remaining events of 2024.

Hopefully all your prized exhibits are performing well, most of mine are; my 1935 8hp Petter Atomic has turned in some fantastic running hours over the past month, with up to 34 hours running time at one event! It runs a generator which powers the motorhome, which keeps the wife happy with her TV, hairdryer and other creature comforts.

Particularly looking forward to the Breamore Machinery of the Past event in mid-July where engine enthusiasts from all over the UK bring some of their nicest engines along, this year the theme being Ackroyd engines, where I think, there are currently 12 entered. Should make for a cracking display.

Thank you to Mary Chapman for her lovely write-up for the Club Crank-Up held at Breamore House, your input is much appreciated. Also many thanks to Anthony and Heidi for some lovely photos to use.

That's more than enough from me, wishing you a safe and enjoyable rest of the season 2024. *Editor*

CHAIRMAN'S REPORT

Well what a month this has been so far, it started with the very sad news that long time Club member Fred Biggs had passed away. I had not seen Fred for quite a long time and I know that all of you that new Fred will agree that he was one of the worlds gentlemen.

I remember years back the Club had an event on land that Fred owned, we ran a BBQ and had great fun. To all Fred's family and friends I would like to express our sincere condolences, on behalf of the committee and members of the WSEC

The second piece of sad news this month is that another long and valued member of the WSEC has left us after a long fight with cancer and that is Roy Cox.

Roy I believe was a member even before I joined the happy band of engine enthusiasts of the Wessex Stationary engine Club and that was a very long time ago.

To all Roy's family and friends I would like to express our sincere condolences on behalf of the committee and members of the WSEC.

Now on to a happier subject as I hope you will all know the weekend just passed was the clubs annual vintage rally. This was staged at our new site at Greenhill Farm on Bradley Road, Southwick, Trowbridge. This is a great venue with terrific scope for the future with massive amounts of room.

But Saturday the weather Gods did not approve and yet again down came the rain! WHY? I have tried to be a good boy honest I have. This kept a lot of our exhibitors away and this was a great let down after all the work the team has put into the organising the event. Lots of our motorcycle entrants did not attend, cars I wonder what happened to you, did not want to get it wet? I got wet, the team got wet, other exhibitors got wet, but we still had a good time, our living history groups and some static displays did not appear along with miniature steam entrants.

But we still had a great show on Sunday; the sun shone on us and the general public descended in force and the show became alive, with lots and lots of people coming through the pay gates. This lifted my spirits, we needed their money as we have a lot to pay out to stage the event. I really do hope we break even or perhaps make a small profit, lets hope so.

Now I know I have asked you all many times over the years if there are any members that would be willing to give their time and a little effort into running our vintage show, for if we cannot get more willing help to stage events like this we will lose yet another vintage rally and as you all know many are falling by the wayside as it is already. When the vintage movement is all gone and you have no events to attend it will be too late. There are now reports in the vintage press that make me shudder when I read them so please help the Wessex Club stride into the future and keep the vintage preservation movement alive. If you can please spare us some of your time please do give me a call on 01225 754374.

Today I spoke to our Linda and after having her nice new knee she is making good progress. In fact when I rang her she had just got off her exercise bike, Linda hopes to be back driving within the next few weeks - I know that you would all like to wish her a speedy return to full health and we look forward to seeing at our events in the near future.

Now I have to return to our rally as I want to say a very big thank you to certain people that gave their time and a lot of hard work into making it a success, to Pearl & Steve, Ted, Paul, Mark, Tony, Norman, Gary, Gordon, Paula and to Clive for not only supplying us with skips but also for bring along a number of Nuffield tractors that he loaded onto one of his lorries to transport them to us not only one trip but several, then having to load them and take them home again. So to you all THANK YOU ALL SO VERY VERY MUCH - Shall we do it all again in 2025?? I do hope so.

Now is the time to get that Bradford Leigh Show entry form off as soon as possible if not sooner, we need your support just like last year and once again we will be trying to raise funds for Dorothy House Hospice Care, so if you can, please come along and join us once again in September.

Eric Gay, Chairman WSEC

BREAMORE HOUSE CLUB CRANK-UP

We left Somerset, drove through Wiltshire and then into Hampshire. It may sound a long way for some of you but if you actually look at the Wessex area on a map it's not that far out of Salisbury.

Anyway we arrived and waited for the huge doors to open to the walled garden so that we could unload our engines etc. Gradually the engines started to arrive.

Some had taken a scenic route, getting lost but the engine magnets worked, arriving safely although at one point it did look like Neil was taking the road back to the hospital whilst he was in Salisbury!! Yes....he was spotted heading that way but then took the road following us towards Breamore.

What a lovely setting for a crank up!

The Beautiful thatched houses that date back centuries are part of the estate, with manicured lawns and grounds. The magnificent walled garden where we were to be exhibiting the engines housed the museum and our exhibits which became part of the museum for the day. This was such a privilege.

The museum houses a large number of very early original tractors (I think the largest private collection in the UK). The very early Case and Austin took my fancy! The Petter Atomic engine driving the line shafting that drove lots of equipment was nice and had a special sort of sound which again I was fascinated by. The clover machine was lovely.

My trip through the museum took me a little time and then of course I got to the mockup of an old garage, it made me think I was at home as there was an Austin Seven in same colour and model as one of our cars at home.

The steam traction engine Dreadnought was steamed and moved out of the museum and joined us in the walled garden.



Luke and his dad came with the Bamford and water pump which ran without fault all day. Ian with his Lister and display of Hessian sacks, again it ran all day as a Lister would be expected to. Thank you Luke for taking the pictures of the day. The enclosed Amanco/Bradford and Hercules worked well.

Anthony had his Economy and water pump which shone in the sunlight, Ted with his Barnard which ran smooth enough that I am sure he drifted off with a quick snooze at one point.

Thanks to Debbie for driving Pete and Sue to the show; the Hornsby and National Gas engine was present, however, neither ran too long for various reasons....the gas engine took a walk on the wild side and moved down the grass on its own, very interesting!

The Hornsby decided it was going to be the green engine for the day and not emit many fumes but as Pete and Hopper were busy making sure everyone was enjoying the day, it kept them busy.

The Model T made an appearance which I did enjoy seeing it. This reminded me of a dear friend who had one and all the fun I had playing with it.

I took a small engine as the truck was in for MOT and took the Olds which was on display.

John took his Gilson air cooled engine which ran well till late afternoon; Bones and Lucy took a Lister tank cooled engine.

Sean took an interesting Wajax water cooled two stroke engine, a twin cylinder that killed the gnats, he very kindly ran it for short periods of time and then stopped the engine.

However, he then came and joined other enthusiasts for a chat and helped where needed.

Philip Webber ran his Pilter engine and water pump with no problems.

The Fairbanks Z type which gave no problem at all, owned by Dave Mariner.



Thank you, Pete, Hopper, Sue and Debbie for arranging this fantastic crank up those of you who did not make it missed out on a good time.

Also thank you to the family at Breamore House who kindly invited us to attend.

Let's hope we get invited back again next year. *Mary Chapman*

CLUB EVENTS CALENDAR

BRADFORD LEIGH VINTAGE WEEKEND

Saturday 7th September - Sunday 8th September

Bradford on Avon

BA15 2RW More info? Secretary@wessexsec.org

ROGER PIKE MEMORIAL RALLY

September 21st 9am - 4:30pm

East Somerset Steam Railway Cranmore Station, Nr Shepton Mallet, Somerset BA4 4QP. More info? Contact

Eric on 01225 754374

CLUB MARKETPLACE

FOR SALE Kohler petrol generator 6.25hp, 4kVA

Markon alternator, ex Roger Pike – offers invited to Linda on 07814 619846



The views expressed in this newsletter do not necessarily represent those of the committee or its members. Although the greatest care is taken in compiling this newsletter, the editor takes no responsibility for any errors or omissions

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Deadline for copy submissions is always 20th of the month