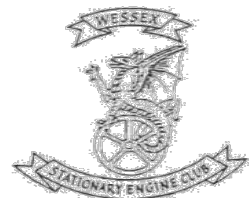




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CRANKING

45 Years of Publication



Nov 2025

The Wessex Stationary Engine Club's Monthly Newsletter

CHAIRMANS REPORT

It is probable that you will not read this until December; this is another year that has flown by and I am beginning to think about 2026, entry forms for our main event at Southwick are on their way to quite a few exhibitors already. I have not been sat in front of the TV but keeping myself busy writing out addresses on envelopes stuffing them with forms and then away to the post box.

I have found a bit of time to do a bit more to the restoration of the Bamford, a new valve push rod, laser cut by Knee's agricultural in Trowbridge and a very nice job they did, they are willing to other jobs for club members so if you want something made, cut or welded maybe they can help. Knee's can laser cut or water cut but remember they do have a minimum job value.

In a recent newsletter I asked members if they wanted to have an evening meal and get together at the Old Down Inn in January to give me a call.....to date I have had only one member take the trouble to give me a call, I had to cancel our planed two day event at Bradford-on-Avon in September due to the lack of interest, at the moment it would appear that our New Year meal is going the same way. If you want this get-together to happen I need to know so that arrangements can be made with Maxine at the Old Down Inn.

None of our events happen by a click of the fingers they take time, phone calls, travelling and a great deal of time to arrange.....so please if you want to be at the evening meal please give me a ring on 01225 754374

I have just received my latest copy of Old Oil & Gas Engine magazine and I am still amazed at the superb quality of this magazine, I am sure that Kelsey Publishing could learn a thing or two from the editors of this great publication. I am sure they would welcome any input from the Wessex Club members, will someone do an article on the Whaddon Lane Crank up on the 28th December perhaps?

I have not been on top form health wise just of late and this is why this report will be late in getting to David, I hope I can get sorted out, I want to go to all those 16 events I did last year. The first event in the Wessex calendar for 2026 will be the Bring and Buy sale at Cranmore on Saturday 7th March. Held as usual at the East Somerset Steam Railway at Cranmore just of the A361 Frome to Shepton Mallet Road, 8.30am onwards.

There will be another crank up and BBQ at the White Horse Country Park in early April, the date will be in a future issue of your newsletter. The main event is our two day Vintage Show at Greenhill Farm, Southwick over the weekend of June 20th & 21st 2026. 2025's show was a resounding success so please let's do it all again in June of next year.

We are still in need of more help with the show, I am sure that there must be a few club members that could come and join us on the team that organise the event, you do not have to be a rocket scientist to come and join us if this was the case I would not be the one to be doing what I now do. So please give it some thought, give me a call and have a chat honest I do not bite and we have never in all the years staging the show had a fight!!

Just a couple of days ago I had a phone call out of the blue, a gentleman I met and spoke to last year, rang me and invited me to go and see his collection of vintage items, also offering me the chance to obtain the correct carburettor for my Stuart Turner Sandhurst and one never knows what else I just may come away with I will keep you posted.

I have just returned from taking my X Trail for its MOT I hope the old girl passes as at the moment I can do without any more money disappearing from the bank account, what with that Christmas just around the corner one never seems able to hang on to money for long, and I hope I am not alone in finding that everything you go to buy get dearer by the week, or is it because I am getting older??

I have just ordered some paint for the traction engine, it used to be £22 a litre....that paint is now £60 a litre!! I know that anything that is high quality is always dear but the price of that paint a wallet emptier.

Well that's it for this month....but wait, just one thing - may I wish you all a very Happy Christmas and may the New Year be good to us all, Keep well keep safe.

Eric Gay, Chairman WSEC

CLUB SECRETARY WANTED

I would like to take a few minutes of your time to plead yet again for support. I have been secretary of the Club for around eight enjoyable years and seen the membership drop almost to double figures then rise again to the 200 or so we have at present. But time and what comes with it is advancing at what seems an alarming rate; so now, while I have enough of my marbles left, it is time to pass it on to another, preferably younger, person. One who can take the Club onward and upward into new futures.

I will not hide the fact that the post carries with it quite a lot of work and responsibility as it is also that of company secretary, which has legal implications. I would urge anyone thinking of standing to read up and be fully aware of what they are taking on. It also carries with it the possibility of great satisfaction. It must be obvious to all that your chairman will not be able to continue for too many more years and we are already looking for a treasurer, so in a few years it will probably be a completely new management team and you could be at the heart of it.

To be successful in the future you will need to have sufficient office skills to handle the everyday paperwork, good enough knowledge of IT to cope with minor problems that will crop up from time to time and the free time to spend on it. If this sounds like the sort of thing you would enjoy doing why not get in touch and I can talk you through the rest of it (and there is plenty!). I do not intend to stand for re-election at the next AGM so if nobody else steps up we could be in a bit of trouble. *Ted Edward*

FROM THE WORKSHOP – KOHLER GENERATING SET



Some time ago I bought a 4 cylinder trailer-mounted Kohler genset. After some research I was able to make it work as advertised and it has become one of my favourite displays. That set me looking for an example of the two cylinder version, which are a lot less common.

I spotted an ad for an Onan genset in Cornwall which took my fancy so I set off to go and see it. Having agreed to buy the Onan I was then offered a two cylinder Kohler! I couldn't

say no and there was room in the van, so they both accompanied me home. The Onan was fairly easily persuaded to run, but was found to have various problems so it was set aside for the moment and my attention turned to the Kohler.

A brief inspection showed that at the very least the bores were extremely worn, so before anything else the flywheel had to come off. A previous owner had used a hardened key and the head had been pulled off leaving it flush. I was unable to drill it out, so the only answer was a BIG puller. With the flywheel off I was able to remove the crank, which had really oval big end journals, but the mains were ok, and off it went to Cox & Turner for a regrind. As previously noted the bores were awful, in fact Cox & Turner gleefully told me that they were the worst they had ever seen, but they just about cleaned up at plus 30 and 40 respectively, and C & T came up with a pair of genuine pistons to suit.

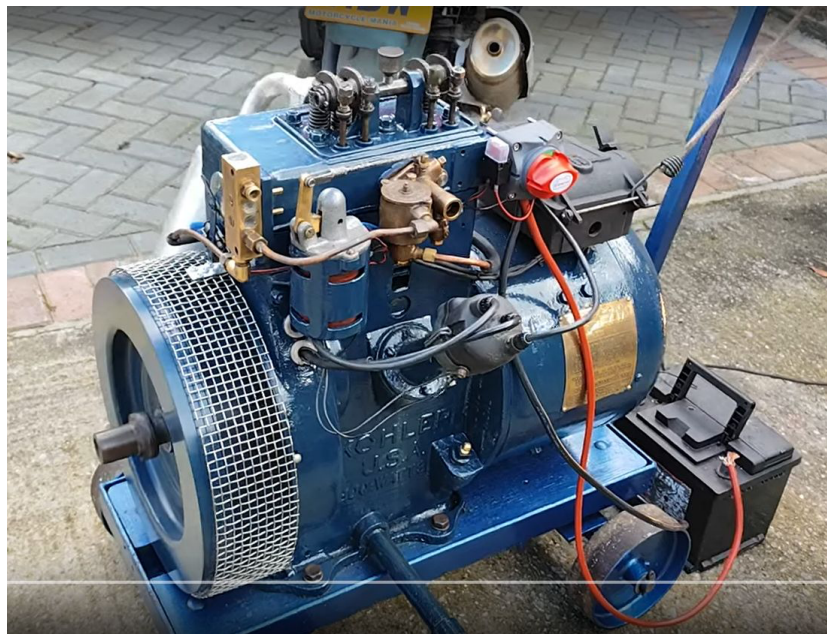
Meanwhile the flywheel hub showed signs of cracking (probably due to the puller abuse) so a substantial ring was shrunk on. While the rest of the engine was away the head was stripped and all the valves and seats cleaned up ok with a little re-cutting, or more than a little in a couple of cases, then a coat of Ford Engine Blue completed the job and it was time to think about the ancillaries.

The unit should have an Atwater Kent distributor and flywheel magneto, but it was fitted with a Lucas distributor and a huge coil hanging on the side. With very little hope of getting hold of the correct distributor, and with the flywheel magneto needing a rewind, I decided that I could fit a small motorcycle coil inside the flywheel, so that at least it looked right. With a new condenser and a clean up it all worked, and a couple of new plugs completed the sparks department.

In common with its big brother it should have a Stewart Warner vacuum pump, but it was fitted with a horrible tank, which I didn't want to use and I had sold my spare Stewart some time before! I tried an Amal vacuum pump, but it didn't work, so next was a Yamaha vacuum pump which didn't work either, so I gave in and gave it an electric pump. The carb got a good clean and went back on, but without the choker, which is still needed.

The very sturdy (and heavy) trolley needed little attention except a coat of paint. Having run out of the Ford blue I used some blue Hammerite which had been hanging around for ages, and it was a fair match.

The first attempts at starting were not that successful, it would fire but not run, but at last it went long enough to establish that the electric governor worked, which meant that it was generating, but it needed a load to see how well. With a few 240v bulbs it ran long enough to get a good glow going, then it expired in a series of bangs and clouds of smoke. I ordered some 110v bulbs and investigated the problem.



It seems that the head gasket had blown, so I made another out of Klingersil and tried again. Once again it refused to run properly so off came the carb for yet another good clean. With the carb back on it fired up instantly and ran like a dream, and with some 110v bulbs I was able to adjust the governor.

I dread to think how much it has cost me, but if it continues to run it will make an excellent display alongside its big brother. Now for the Onan... *Ted Edwards*

Whaddon Mince Pie Crank-Up

This ever-popular event will take place on Sunday 28th December, with engines running for 10am, please arrive from 8.30am or so. All in the barn as usual, but if the weather is pleasant then some may be able to go outside – Petter owners please take note!
Raffle in aid of Alzheimer's, raffle prize donations would be very welcome

All welcome, non-members too, just bring proof of your insurance cover.
Please email or text me with what engine you would like to bring so that I know approximate numbers for space needed and catering.
Hope to have the adjoining buildings to accommodate more engines if need be!
If you haven't been before, then simply follow the Wessex Stationary Engine Club signs from the top of Whaddon Lane to BA14 6NR
Any other questions please give me a ring 01225 755448, mobile/text 07786 542782 or email using RGuley@outlook.com

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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