

# CRANKING

*The Wessex Stationary Engine Club's Monthly Newsletter*

November

2013

Thirty sixth year of publication

Club website now at [www.wessesec.org](http://www.wessesec.org)

## From The Sump

Please note that the website of the Wessex SEC club on the Internet has changed to [www.wessesexsec.org](http://www.wessesexsec.org) There is no final full stop. There are a few anomalies but I have no doubt that these will vanish in short order when the new webmanager slides into place. I have been instrumental in changing the server, redesigning the website entirely, setting it up, but my talents don't lie in this direction and I willingly and with right good will pass it on. More news as it happens.

Adrian Candy's engines are now being disposed of and you will see a brief list in 'Moving the Metal'. However, there is a lifetime collection and there are wheels, axles, magnetos, carbs etc to be sold too. With her permission, I publish Margaret Candy's phone number and I know I can rely upon all members of the club to be honest in their offers for Ade's engines and other stuff. Brian Baker has been to evaluate the engines and we warn all in advance that there is a lot to get through! This is a list of engines by Brian, but we could not price them as their condition could not be assessed in the time available.

**Large Amanco open crank in primer.  
Large open crank Crossley on road trailer. Two PR range Crossley's. Three Lister A's. 6hp Lister L on Trolley. Lister Diesel engine. Petter M, rugby ball hopper. Villiers WXII. Large heavy mill. Lots of iron wheels, carbs, magnetos, starting handles, tanks. Road trailer**

Prospective purchasers must call Margaret first and make an appointment. There is bound to be a lot of interest and I recommend people take pen and paper to leave written offers with her so she can make up her mind without being under pressure. Margaret's number is 01749 344451

Here's your chance of a little fame! I am putting together a three fold DL leaflet to publicise our club. I am an engine man and have LOTS of photos of engines. I need some very specific photos and I hope you can help. They must be of high resolution, (not a murky thing off a phone!) are contrasty, feature an engine AND most importantly people with faces, preferably smiling or in animated conversation. Can YOU help please? You can send me .jpg's up to 10Mgb.

## Moving the Metal For sale

**Horse hair Combing Machine.** Built by Gauntlets of Trowbridge. Only unaltered and complete one known. £600 ono  
**Bosch ZE1 magneto.** Good working order. Will fit early Petter etc. £60 ono. Both above, phone Eric Gay 01225 754374  
**IHC famous, 1911.** 1 hp. Battery and coil engine fully restored. The engine starts and runs well and is ready to rally £1,250  
**Fairbanks Morse 6 HP Z type.** This 1917 low tension model starts and runs well. £850 ono.

Both above, phone Pete Gear 07584 325266.

**Bamford straw chopper and a Lister D** in good condition. Sale by a third party. £135 ONO. (Portland area)

Phone Felicity 07810 485351

**"Kibbler" cow cake grinder.** Fully restored, paint and woodwork to a high standard of finish. On pine base – not on wheels. £110. (reduced !) Must be collected from Frome.

Phone Tony Davis on 01373 464982

**Lister D Type.** Spec.13d. 1½hp. 700rpm. Serial No. 109978 (April 1934). Incomplete with box of bits including carburettor, battered tank, & other parts. No Magneto. £20 the lot. Tel: Tom Randall. 01761 418926 or email [tom.randall@dsl.pipex.com](mailto:tom.randall@dsl.pipex.com)

**Power Hacksaw.** Five feet long and tall, Free standing and an impressive lump begging to be driven by your engine! £250 ONO or swap either for something small and interesting.

**Watermota K2.** Mid thirties twin cylinder marine engine. Complete with square bodied ML magneto, manifolds and original frame. Standing many years and is seized but is just stirring! £240. Tel: Kim on 0117 964 6818

## WANTED

**Howard "Bantam" rotavator** needed for spares. Whole machine considered. Phone Richard 01225 862753.

**Wiko or Lucas RS1 Magneto,** counter-clockwise on cog drive end. Phone Terry Williams 07845 137796

**No. 52 Steel Detachable Chain** as used on conveyors. Need 10 yards, but any quantity will do.

Phone Gerald Atherton - 01934 852670

## Recommended Bearing Supplier – very helpful!

Solent Bearings, Unit 20&21, Test Valley Business Centre, Test Lane, Nursling, Southampton, SO16 9JW  
Phone - 02380 667100. [www.solent-bearings.co.uk](http://www.solent-bearings.co.uk)

## Fuel Tanks and Crank Guards made.

Tel John Hedges 01635-268359 or 07831-410473 (Newbury Area). Robin Says – "I have known John for over 30 years and he is a good engineer. He has sold all his engines and thought he would have a go at Tanks & guards and is doing quite well,"

Articles, cartoons, photos etc are always very welcome – this is not a one-man band, but an expression of all our thoughts and experience. Submissions should be preferably typed or word-processed or even handwritten, (if brief), - it is the content we're after, not the grammar or spelling, so please don't feel your efforts will be ignored. The editor reserves the right to change, edit, augment or lessen your Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy

Phone - 0117 964 6818

J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to [kim.siddorn@blueyonder.co.uk](mailto:kim.siddorn@blueyonder.co.uk).



## Featured Engine 80

### Crossley Brothers – A History

*From the Anson Museum website*

Crossley Brothers was set up in 1867 by Francis and William (Sir William from 1909) when Francis, with help from his uncle, bought the engineering business of John M Dunlop at Great Marlborough Street in Manchester city centre manufacturing pumps, presses and small steam engines. William joined him shortly after the purchase. The company name was initially changed to Crossley Brothers and Dunlop. Each of the brothers had served engineering apprenticeships, Francis, known as Frank, at Robert Stephenson and William at W G Armstrongs, both in Newcastle upon Tyne. William concentrated on the business side with Frank providing engineering expertise.

The brothers were committed Christians and strictly teetotal refusing to supply their products to companies such as breweries. They adopted the early Christian symbol of the Coptic Cross as the emblem to use on their road vehicles.

The business flourished and in 1881 Crossley Brothers became a private limited company and in 1882 moved to larger premises in Pottery Lane, Openshaw, in east Manchester.

In 1869 they had the foresight to acquire the UK and world (except German) rights to the patents of Otto and Langden of Cologne for the new gas fuelled atmospheric internal combustion engine and in 1876 these rights were extended to the famous Otto four stroke cycle engine. The change over to four stroke engines was remarkably rapid with the last atmospheric engines being made in 1877. Further improvements followed including the introduction of poppet valves and hot tube ignition in 1888 and the introduction of the carburettor allowing volatile liquid fuels to be used.

It was by adopting the heavier fuelled "Oil" engine that the company's future was assured and in 1896 they obtained rights to the Diesel system.

By 1900, there was also some production of petrol engines and from 1901 these were finding their way into road vehicles including Leyland buses.

A major contribution to manufacturing was the introduction of the production line. The Crossley system even influenced Henry Ford who visited Pottery Lane at the turn of the century.

Crossley Motors Ltd was first registered on the 11th April 1906 as the vehicle manufacturing arm of Crossley Brothers originally based in the main factory but in 1907 moving to a nearby site they owned in Napier Street, later changed to Crossley Street, Gorton, Manchester. The first car had actually been built in 1904 but clearly the parent company saw a future for them. Despite the move of vehicle production the limits of the Pottery Lane site, were again soon reached and in 1914 a further 48 acre site was bought in Heaton Chapel, Stockport which became the Errwood Park Works. Construction of the new factory started in 1915 and although intended to

relieve congestion on the old site it was rapidly given over to war work. The western half the site became the Crossley Motors managed National Aircraft Factory No 2 built in 1917. This factory was bought from the government in 1919 and became the Willys Overland Crossley plant, eventually sold to Fairey Aviation in 1934. In 1938 The eastern side became another aircraft factory, this time managed by Fairey, and after the second world war became the final home of Crossley Motors. Re-armament work caused the search for more space and in 1938 a factory in Reddish just over a mile east of Errwood Park. This factory closed in 1965/6.

In 1919 Crossley Brothers bought Premier Gas Engines of Sandiacre, Nottingham who built very large engines and in 1935 changed their name to Crossley Premier Engines Ltd. The Nottingham factory was expanded and production continued there until 1966.

By the 1960s although sales remained reasonable the company had moved into the red. The design of the engines was essentially 40 years old, so agreement was reached in 1962 to use the French Pielstick design. Production of these engines, intended for ships, railway locomotives and electricity generation was initially carried out at Nottingham. But, before the engines could become established the money ran out and the company had to call in the receivers. Bellis and Morcom Ltd bought them out but the name Crossley-Premier was kept.

The market for engines was continuing to shrink and in 1968 the new company joined the Amalgamated Power Engineering (APE) group and the name became APE-Crossley Ltd. For the first time the new company used the Coptic Cross logo on the engines, it had previously only appeared on Crossley Motors products - the rights to use it had to be bought from British Leyland. APE in its turn became part of Northern Engineering Industries (NEI) and the company name became the unwieldy NEI-Allen Limited - Crossley Engines.

NEI themselves were in 1988 taken over by Rolls-Royce plc and the company became part of the Allen Power Engineering - Crossley Engines division of the Rolls-Royce Industrial Power Group. This in turn became Crossley Engines division of Rolls-Royce Power Engineering continuing to produce the Crossley-Pielstick range until 1995. The factory, renamed as Crossley Works, remained open assembling some engines made from parts made elsewhere in the company but they no longer carried the Crossley name.

On 27 February 2009 Crossley Works on Pottery Lane closed, leaving a few staff in the offices to move what remained to the Rolls-Royce plant in Dunfermline. The last Crossley employee leaving the site on 4 December 2009.

Over the years more than 100,000 Crossley oil and gas engines have been built and it is a testament to their quality that many of these are still in use to this day.



## Calendar of Events

Key. CN = Club Night. E = Event

Dec 1<sup>st</sup> (Sun) Anti-Freeze Crank Up. Nunney Catch

Dec 27<sup>th</sup> (Fri) Mince Pie Crank Up At The Court Hotel

*This Calendar of Events is composed by the editor based first upon a list supplied by our Chairman. I've added to it things I think will interest the membership, but it is not cast in stone! You should always make sure an event is still on by contacting the organiser in advance. The responsibility is yours!*

### Chairman's Report (printed as received)

The October meeting on the 28<sup>th</sup> of October at the Court Hotel still failed to attract a decent number of members despite having a guest speaker giving a talk on the Air Ambulance. I must admit to being absent myself due to another commitment, but the vice chairman Eric ran the meeting for me. The lack of members attending the meetings at present is not just confined to this club, but to meetings of other clubs generally. When you take into account the cost of travelling to meetings and events it's no wonder the numbers are in decline. Our website now has a new server and the web address currently at the top of the newsletter is incorrect. The correct address is <http://wessexsec.org>. Some time ago some members requested that they would receive their newsletter via e-mail, Kim has tried this experiment and due to some members not getting their newsletter this has been abandoned, in future every member who does not pick up their newsletter at the monthly meeting will receive it by post. At a recent committee meeting the committee discussed the subscriptions for 2014 and decided to increase it by one pound. The subscription for 2014 which is due by the first of January is £16 for a double, £13 for a single, and a Junior member 16 or under is now free. We hope this will encourage young people to join the club. With two more crank ups to attend in December lets have a good turn out for both of them to see the year out, we shall be running a raffle at both of them so donations of prizes will be most welcome. I would like to remind you all that we require nominations for CHAIRMAN, VICE CHAIRMAN, TREASURER, and COMMITTEE MEMBERS for the forthcoming AGM in February. I would like to wish all members and friends of the Wessex Stationary Engine Club Ltd a very Merry Christmas and a very Happy New Year.

### Mells 2014

by Robin Lambert

Just a few lines to keep intending Mells Exhibitors up to date. As our club have been invited back again next Easter Monday, Eric and myself had a site meeting with the new Mells chairman. Past exhibitors will know that traffic in and around the village has been a nightmare and they have come up with a plan.

The proposal is to re-locate the show to a new field on the south side of the village high street which would leave the usual field clear for free car parking only. The new location is a good sized field but the access may be difficult for some. The entrance is flanked by two stone walls and is only three metres wide, so may prove to be a problem for lorries and larger vehicles, especially if towing.

Entry forms will go out to all past exhibitors and guests from other clubs in January and we will keep you all informed as things progress.

**All event reports this month are by the estimable Robin Lambert**

## Obituary

By Robin Lambert

It is with sadness we report the death of Ken Rendall, Ken - who lived at Mere - was a long time member of our club, joining in the early days along with his late brother Fred. They both enjoyed the stationary engine scene and Ken passed on his passion for engines on to his son Ian from whom we have received this sad news.

I know Ken had many friends in our club who, like me, would say it was always a pleasure to be in his company. I will always remember him as happy with a big smile and special laugh. He was also good at telling stories about his Army days, spent mainly in Hong Kong serving with the then Dorset Regiment. He never forgot his military connections and would often be the standard bearer representing The Devon & Dorset Regiment as the sad funeral processions passed through Royal Wootton Bassett Town. Ken's Funeral took place at Zeals Church on Tuesday 19th November and several members of our club attended including Chris and Don Rogers.

Our Condolences go out to Ian and Diane on the loss of their Dad.

### Bridgwater Classic & Vintage 8th Annual Show

The next two weekends were to be quite busy for us as we started off at the above held at the Morganian Rugby Club sports ground on 10th & 11 August right next to the M5 motorway. Around 40 stationary engines were on display here with exhibitors mainly made up of Wessex and Bristol club members, so most knew one another.

The field was taken up with exhibits and a superb display of vintage cars plus lots of stalls selling new and old items.

On the Saturday we left our exhibit in the capable hands of Graham while I took Jackie 6 miles up the road to Lympham where a group of her old workmates from the Frome branch of Lloyds bank were holding a reunion at the local cricket club. She could remember some of them but after 51 years she could be forgiven for not remembering a few names.

Back on the field things were wrapping up for the Saturday and in the evening many of us had a quiet drink outside the pavilion while things inside sounded as though Eddie Cochran and Elvis Presley had been resurrected and were making all the ladies swoon.

Sunday came around and the organiser's must have been very pleased with the visitor numbers as there were a lot of people looking around, perhaps the car boot may have enticed a few extra visitors but either way the field was busy.

Our engine steward John Price looked after us very well. Next year's date will be on 9th & 10th August, so all being well we hope to be there.

Moving on from here on the Monday morning we - along with Graham & Sylvia - pulled onto the motorway and headed southwest for our next event at Stithians in Cornwall, but not before enjoying some of the beautiful scenery en route as we passed out of Somerset into Devon and over the Saltash bridge into Cornwall. A nice break in the journey is at Liskeard's Trago Mills where this large complex has a great fish and chip shop for mid-day lunch. Also a good place to browse around the complex.

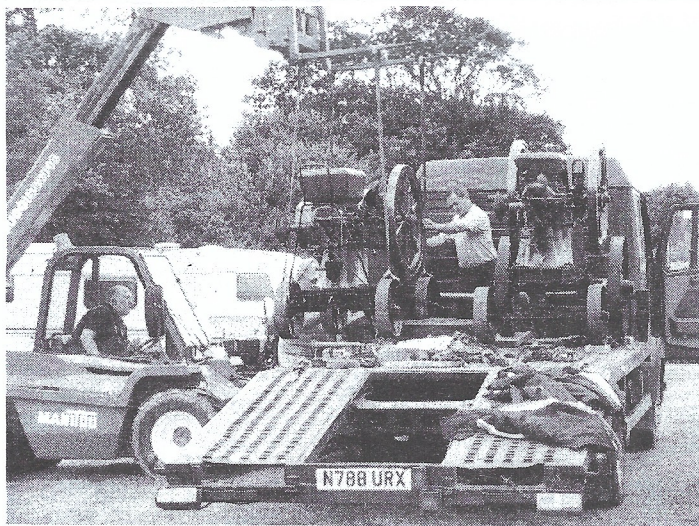


## The Cornish Steam & Country Fair

A couple of hours later we were on site at the Stithians show ground for the above event and after checking in with our steward David Roskilly, we were shown where to park and set up our exhibits, David usually puts WSEC exhibitors together which is nice as if you want to wander off and have a look around, someone you know will keep an eye out for you and you can do the same for them. It is generous of the organisers to allow us to pull in here several days before the show. as you can use the site as a base and spend a few days exploring Cornwall.

Friday was the event's first day and it was nice to see a familiar face looking around the engines club member Mike Jennings looking as well as ever after his move to Cornwall from his old home at Clutton. Mike told us that Eileen is now in a care home and is being well looked after. He sees her daily and she is very happy in herself and doing fine.

Friday saw a good public attendance but Saturday was a different kettle of fish. We woke up to driving rain that pretty well lasted for 10 hours and this had a disastrous effect on



visitors and exhibitors alike. We did have a go at starting up with giant brolly's and plastic sheeting, but the weather was so bad we had to give up. Sunday was different altogether as the whole show burst into life with sunshine! Much to the relief of the organisers I'm sure and there were large crowds walking around. So with all engines running, stalls uncovered, ring events taking place, the fairground up and running, there was much to see.

There were around 130 engines entered here with one family bringing no less than five Amancos with three of the 6-8 hp larger ones. It was interesting watching this lot load up on Sunday evening all done with the sites fork lift made things so easy!

Torquay club member David Hallett had his Norman Alco 1940s flat twin generator that was used for starting spitfires during ww2 but this engine was as last year problematic and would only run when it felt like it despite a lot of effort by club members stripping down the magneto and lots of cranking over by William.

Only by looking at the programme did i realise this event had changed its name. We always knew it as the St Agnes rally and may still do, so I guess old habits die hard (like Stourpaine).

This is a very friendly event, everything is done to make the exhibitor welcome including a well stocked shop selling frozen foods, newspapers and all you would expect to find in a mini mart, even a mobile butcher. Next years dates are 15<sup>th</sup>-17<sup>th</sup>

august so if you have never visited this event, why not give it a try?

## The Star Rally

Last year Jackie and I spent a most enjoyable day at a tiny event next to the village hall at Claverham and this year did it again only it was re-sited to the Star Inn at a village called Star on the A38 between Sidcot and Churchill.

Organised by the Somerset Vintage Farming Society on Saturday 28<sup>th</sup> September, it was to be a sad day for the club as this was their last event because the club was being disbanded. The decision no doubt made by the committee and members must have been a hard one to make. I don't know all the reasons for calling it a day, but dwindling members and finding people to do things could well have played a part but we all know nothing is forever and even big clubs could face winding up if support is not forthcoming,

On the positive side, I am sure there are clubs within the SVFS area that would welcome this groups members. So how did the day at star go? It went very well, with eight stationary engines exhibited by Don, Mike, Gordon, Ed and myself. There were two tractors and three stalls including Derricks world wide display of insulators. It was a friendly little gathering held on the pubs lawns with visitors to the pub browsing at the exhibits. Only one engine was problematic and refused to start - sorry Les, but i know you would want me to mention this. ;o))

By late afternoon it was time to pack up many thanks to Roley King, the engine steward. It must have been an emotional day as it won't happen again, a nice friendly ending to a nice friendly club.

## The Beechgrove Collection

I am sure that most of our members who subscribe to the Stationary Engine Magazine will already have seen the photos and read the report of Derrick and Margaret Hardwick's open day at housed at their Rangeworthy home near Yate. For those who haven't, this is a bi-annual event and this year's guest engines display theme was Tangye. There were over a dozen on display, all neatly placed in Derricks paddock, some brought along by WSEC members,

Today was a rather special day for Margaret and Derrick as they have added a new engine shed next to the one which houses their collection of Bristol Wagon & Carriage Works Victoria's and who better to turn the key and officially open the new building than SEM's editor Patrick Knight. So with a very short speech, the doors were swung open and, in an orderly fashion, eager enthusiasts filed in to view the exhibits.

Unfortunately, we could only spend a couple of hours here as we were on our way to an event at Stockbridge booked in as a exhibitor and had a two hour journey to make. But not before having a look around some of the other buildings housing not just engines but all sorts of things we like to look at including the "might comes shed" so called as the contents "might just come in handy"! I smiled at the penny farthing bike as I had the pleasure of riding this some 11 years ago as a 60th birthday surprise.

Back on the field. Derrick was parking up his old model "T" Ford pick up and Martin & Andrew dry were tending their stall with all the electrical bits and pieces we require from time to time. Fot us it was time to say our goodbyes after what was a very enjoyable few hours .