



CRANKING



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The Wessex Stationary Engine Club's Monthly Newsletter

From The Sump

Thank you to those kind people who have sent me messages thanking me for an interesting and well laid out newsletter – it makes it worth the while given the considerable effort in producing and distributing it.

As another month passes by, by the time you read this edition, we should have been enjoying our Midsummer Show at Semington, but, alas, it wasn't to be. As I write this, I should have been enjoying the atmosphere at the Nuenen Engine Rally in Holland...I was super-organised this year with the time booked off work etc

Sadly, all but a very small number of future events have now been cancelled for this year.

2020 will be the year we all want to forget.

There maybe some smaller 'gatherings' (not endorsed or run by the Club) that we might be able to look forward to, one notable one is the Lister-Petter Engine Rally at the lovely Morwellham Quay in Devon. This is one event I went to last year for the three days and had a great time, making acquaintances with fellow enthusiasts from all parts of the country. What a fabulous location for a small rally it is too, with the mine itself, the train that takes you deep into the mine and the countless other bygone exhibits of yesteryear. Well worth a visit if you are in the area. At this moment in time this is due to take place on 7th, 8th and 9th August, with strict social distancing and hygiene rules in place. With around 80 engines and exhibits running around the quay well into the darker hours, it makes for one of the best locations! For more info, search Facebook for 'Morwellham Lister Rally' and register your interest by email

jonleah@hotmail.co.uk

We are going to be going through a very quiet season, it would be good if members could send in anything for publication in the newsletter to keep it vibrant and interesting. The show reports from various members were very varied and interesting, I need something to fill that space – so anything you have of interest, be it an engine build, a plea for information or parts then please send it in. The best way to get it to me would be by email

editor@wessexsec.org or by post to the address at the foot of the newsletter. Due thanks to Gerald and Pete for their interesting articles this month. In the meantime, I wish you all the very best, stay safe. *David*

CHAIRMAN'S REPORT

Well here we are, hopefully moving towards the end of this dreadful time, I hope you are well and have been able to stay clear of this rotten infection. Hopefully we will say good riddance to the Coronavirus.

I do not know when we may be able to get together again, myself, I am still in lockdown, having a bit of 'tube trouble' and not willing to take any chances at this time.

I should hope that by September/October we may be able to arrange some form of get together, let's hope so.

Very sad news after over twenty years of loyal service to the Stationary Engine Club, my word processor has finally laid down its heavy load and died! (Has anybody got a processor in working order they do not want then let me know please!)

It is now a case of me spending money and coming into the 21st century, joining the computer age. I hope that I can get a grip of this modern technology as I am only used to messing about with old iron and counting on me fingers, there be times when I do use my toes, but I do then get a bit confused!

Now as you all are well aware it is now two years that our Club has had no income, we rely mostly on the income from the Semington rally and as you all know this has not been able to take place.

We would have had the best show that we have ever staged if it was not for this dratted virus, so I look forward to 2021. I have already started some planning, but I need **YOU** – to this effect may I please appeal to all our members to come and support the event in 2021, we need to make a profit so as we, the Committee can keep things running, for you the Club members.

Now with this lockdown, I bet you have all been beaver away in the shed or workshop on some lovely new project or restoration for next year. I went and saw 'Old Deadly' last week and he was not happy. He has had a little open crank that he could not get to run and he has now found out why and believe me he was not happy at all!

I will tell you all about this when I get this new-fangled computer and learn how to use it, this report has been written on the word processor, but it will only work on capitals and it is not easy. *(All corrected, Editor)*
I have been in touch with most members of the Committee to make sure they are OK and I look forward to us all getting together again soon.
I just hope Maxine at the Old Down Inn manages to weather the storm, I wrote her a letter early on in this crisis, let's all hope that the inn reopens soon and we may be able to resume our meetings.
Oh well that's about all for now keep well and keep safe one and all. *Eric Gay – WSEC Chairman*

CLUB NEWS

As I write this, yesterday (June 6th) should have been our Club Crank-Up at Sweets Tea Rooms, Wedmore....but the current situation put paid to that. The weather was unseasonably cold and with a brisk wind, it would have been woolly hat and coat weather! The rain didn't amount to much where I live so that wouldn't have spoiled it. Today (Sunday) I would have been on my way to the excellent one-day event at Tatworth Playing Fields near Chard, like you, I'm so missing running my engines and meeting/chatting with other Club members and members of the public alike. Onwards and upwards.....you never know, we might be able to get together at some point this year.....
Do keep a lookout in Stationary Engine Magazine this month, Patrick Knight tells me our Whaddon Crank-Up will be featured. Will your engine make it to print?

MARKETPLACE

Please note all Sales and Wanted adverts will stay in for 3 months unless you tell me otherwise!

WANTED ITEMS – If you can help, please contact Ted in the first instance - 07751 918283 or info@wessexsec.org

I wondered if you may be able to help me source a carburettor for my Lister Junior. It is over-fuelling badly but was running fine before so assume an internal fault as no settings have been altered. *Steve*

I am looking for a starting handle to suit a Ruston AP 3hp engine with a 1 5/8" diameter crank - plenty of 1 1/2" or 2" about, but can't find one to suit my Ruston, and was wondering if someone in the club has a spare for sale. *Graham*

FOR SALE I have a Lister LD in nice condition it's a twin cylinder engine, I want £250 - this will be paid to help N.H.S nurses. All cash made will be handed to nurses on the front line – Contact Melvin Riggs mriggs421@gmail.com

SWAP Petter AP Easy starter, Runs nice, for small Howard 220 Rotavator. Tel 01373-832421, Near Corsley.

FOR SALE – Lister D Spec 28 coupled to a Lister domestic water pump with tank and plumbing on small trailer, ideal first exhibit, easy to get around and rally £250 – Contact Dave Lacey 07927 794342 (Near Wellington)

PARTS REQUIRED - 1926 Lister B - I've been searching for two main parts for my engine:- A hopper and crankshaft, unfortunately the ones I have are unrepairable. Do you know of anyone who can help me with these?

It would be a great shame to let this engine go for spares, especially after the late David Edgington kindly supplying info on it's history. Kind Regards. Robert. **If you can help, please contact Ted - 07751 918283 or info@wessexsec.org**

MENDIP TIMES

We are still very much in existence and are working on the current issue, which, with many of our usual outlets closed, it can be read on our website www.mendiptimes.co.uk - We also now have a Facebook page @MendipTimes.co.uk

OBITUARY

It is with sadness we learn of the death of **Dot Watts**. Dot, Weston-super-Mare was well known among our Club Members and along with her late Husband Derek, were good supporters of Club events. They loved the Rally scene, one of their favourites being the St Agnes event in Cornwall. In her later years Dots mobility was not so good and along with her partner, Alan, they would move around the fields in their little buggy and always find time for a chat over the ropes. Dot had reached the age of 95 and it was always a pleasure to be in her company and will be missed by all who knew her. Our Condolences go out to her Family. *Robin*

ENGINE INFORMATION BOARDS

Well.....hello everybody, as engine rallying appears to have been put on hold this year, I think it is now time to start looking forward and thinking about next year's engine rallying season. How many times have we seen people just wandering past some engines almost ignoring them, then stopping and looking very interested at a similar engine further along the line of exhibits? Usually, one of the reasons is something to do with the information, or lack of information shown about the exhibit.

A few years ago, whilst attending the Mells Daffodil Festival, I was wandering around looking up and down the rows of engines on show and was intrigued to see three young lads, possibly in their mid to late 'teens', looking, rather bemused at an engine powering a small piece of equipment. Well, you know what I am going to say next, don't you... yes, there was no information available to inform the paying public about the exhibit. Suddenly, as I was walking past the group, one of the lads turned to his mates and said, "What is it, what is it doing?". Well, being in the right place at the right

time and all that, I thought I would inform the lads that it was a Lister stationary engine using a belt to drive a Lister water pump and that in years gone by, not every house was on mains water supply, so the engine driving the pump would have been used to pump water, possibly twice a day, from a well in the garden to a water tank in the roof of the house, therefore being able to supply water on tap in the house. Having explained the use of the equipment on show, the three lads became very interested and asked me a few more questions about the unit.

So, when you put your engines and equipment on display next year, remember, that although we the exhibitor know quite a lot about our engines etc, a lot of the public don't know much about it at all.

Furthermore, there are very few young people that are taking an interest in our old equipment, so trying to make an exhibit as interesting as possible to the younger generation, is made a lot easier by showing an 'Exhibit Log Sheet' or similar. Some exhibitors have made some fantastic information boards, with photographs, potted history, engine build sheets, etc. etc. but remember just a simple exhibit sheet is better than nothing at all, it need only show the manufacturer, model/type, year of manufacture and if possible, any known history. Even if you do not know the actual history, then perhaps if an engine is not actually driving something on site, a line about, 'might have been used for', saw bench, milking machine, cement mixer, water pump, dynamo, could be used just to give the public an idea. Finally, most engines can be dated due to various publications, but even if you are not able to specify a certain date for the build of your exhibit, then a line about, "Manufactured between year X and year Y" will be better than nothing at all.

To whom it may concern, perhaps make this another little job to put on your list of, "jobs to do this year", making up an exhibit log sheet to give a little information to the fee paying public and hopefully making them a little more interested in our hobby. *Gerald Atherton* (Gerald – many thanks for your article, Ed)

AMANCO IGNITERS

I can overhaul your Amanco igniters or even make you a new one. RS1 Magnetos checked, re-magnetised, top covers repaired if broken and re-coiled. I can also test some other low-tension igniters and also re-insulate if needed.

I also have numerous magnetos and parts, please give me a call 01872 273388 *Kerwin Harris*

Apologies to Kerwin, the new print shop chopped off the last line of his helpful advert last month, leaving no contact details!

Accidental Restoration of "Evils" - 1910 5hp Hornsby Oil Engine (Part One)

At the end of February this year at about 4am one morning we set off to Peterborough to collect a 1910 Hornsby Oil Engine for a friend. On arrival we were introduced to an engine that I can only describe as a lovely miss-mash of things which intrigued me. The owner claimed that it was sat on an original Australian Hornsby Trolley, it was connected to a square cooling tank and in my opinion had been set up to look like a portable but didn't look quite right. The man then went through the process of heating and starting the engine which didn't seem to be particularly easy, when the engine started it was clearly running fairly retarded and I thought may need a little tweaking with. It ran well and it was definitely coming back with us.

Following the obligatory cup of tea the seller then showed me what he says is the original cast iron base tank, I don't know how many of you have tried to move one of these but they are extremely heavy. After two hours of man handling with various pieces of wood, ramps and the occasional use of the Land Rover winch we got the base into the truck by about two inches. The engine itself was loaded onto the trailer a lot more quickly and we came back home.

After a very long drive back to Trowbridge I was delighted to find that Gordon was home and we were able to make use of his tractor to lift out the base, which sat in his barn until after the Whaddon crank up.

Just before the crank up I had a play around with the engine and cleaned the sprayer and de-coked the exhaust valve, which allowed the engine to breathe a little easier. With an extended run during the crank up it became obvious that there was a crack in the hot bulb and we were unable to remove the skew gear to adjust the timing. Mike Hopkins and I spent most of the crank up trying to make some improvements with Tommy doing an admiral job on the gas torch.

Shortly after the crank up it became very obvious that this engine was going to have to be pulled apart and I had that sinking feeling along with some excitement of here we go again.

During the crank up I had quickly begun to dislike this engine whilst falling in love with it and I had named it Evils! I sat down with my friend and started to talk about what I thought the engine needed, this conversation was really about a full restoration and my friend agreed that this should go ahead.

After a considerable quantity of wine had been consumed, I had moved my 4hp Hornsby onto my friend, who is absolutely delighted with it. Evils became mine and out came the gas axe and the spanners! To be continued.....*Pete Gear*



“Evils” as pictured at the Whaddon Crank-up back in March, steaming away nicely whilst there was a lot of chat going on!

BLACKSTONE 9HP PETROL ENGINE – A PLEA FOR HELP



Many years ago I acquired a 9HP Blackstone petrol engine in poor condition, which I have recently moved from storage, and am now thinking of restoring. It probably dates from the 1930's, see photograph attached for your information. It appears to be complete, except for the small items made of brass, which have been stolen. Externally the condition is poor, especially the non-ferrous parts of the magneto which have corroded badly.

Does anyone in the Wessex Club have one of these engines? If so, could you please put me in touch as I need to have some parts replicated, so I must find an original to photograph and measure.

My fuel and cooling water tanks have corroded beyond use, so do you know a good sheet metal worker who could replicate them with traditional joints? Also, who can refurbish the magneto for me? Geoff Wallis, Bristol – If you can offer and help, initial contact through Ted Edwards please 07751 918283 or info@wessexsec.org

MOTORCYCLE SECTION

Greetings from the Motorcycle Section - Help needed. On behalf of the ongoing nationwide 'Lids and Leathers Appeal' I'm acting as the Wiltshire collection volunteer, for used/damaged motorcycle helmets and clothing. All donations I receive then go direct to 'The Academy' at the Great Western Hospital, Swindon. The Academy is a teaching Hospital and uses protective riding gear for demonstration purposes during training. For more information, you will find details of 'Lid's and Leather's on Facebook. If you are able to help with a donation, please call me on 07794 705484 or email liz_zed_one@yahoo.co.uk Thank you. Looking forward to seeing you all again soon. Stay safe and keep smiling. *Liz*

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

Contributions to: David Lacey, 8 Dyers Close, West Buckland, Wellington, Somerset. TA21 9JU or (preferably) by email editor@wessexsec.org

Deadline is the 20th of each month