



CRANKING



Issue No: 7/12

42 Years of Publication

July 2020

The Wessex Stationary Engine Club's Monthly Newsletter

From The Sump

July rolls by with some unseasonably cool and unsettled weather – we usually get this in August!!! I think we can now call the entire year a complete write-off show-wise, (*well maybe not, see below....*) with very little hope of anything going ahead now late-season. What a shame, we all have these gleaming engines and implements sat in our workshops waiting to get out and be enjoyed by their owners and public alike. The only action they get is probably a short run whilst watching over them with a cuppa in our back yards and workshops, much to our neighbours annoyance!

I hope you enjoyed seeing the Whaddon Crank-Up featured so well in the Stationary Engine Magazine, the layout of the photos was brilliant and really brought our excellent Club into the limelight. Together with your help, we will get more exposure in the magazine. The article in last months' newsletter about engine information boards was a good one, especially when sending photos and information to magazines for publication. More news on this very soon, so watch this space!

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 or just something amusing, 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.

You may have noticed that I have changed the font slightly, I find this a bit easier to read, I hope you do too. In the meantime, I wish you all the very best, stay safe. *David*

CHAIRMANS REPORT

Well it's nice to be able to tell you all a bit of good news, I have this evening received a phone call from Jason Day, now I know you are all suffering from withdrawal symptoms of not being able to attend your favourite shows – You are all invited to attend Retro Festival at Charlton Park near Malmesbury (just off the A429 on Cirencester Road) over the weekend of September 26th & 27th. Everybody is welcome, no entry forms as time is short – for details please call Jason Day on 07568 557901 or Eric on 01225 754374

Now I hope you have all kept clear of this wretched virus and are keeping well – I shall be visiting Maxine at The Old Down Inn to see about the possibility of holding our club evenings again. Watch this space!

I've been busy needing some engine parts – and have received some good and bad service from some well-known companies – so in a future issue we will try and put together a small article listing who is good to for what, which may be helpful to members.

By next month I hope that things might be getting back to a little near normal, but in the meantime, stay safe and keep well.

Eric Gay – WSEC Chairman

CLUB NEWS

COVID UPDATE – Earlier in the year I reported that we would be cancelling all events until the end of June. Although restrictions are gradually easing we have no plans to restart proceedings just yet, so the July meeting will not take place. We will be talking to the Old Down Inn later in the month by which time they should have some idea how the new procedures are working, and whether or not it will be possible to use the meeting room safely, after which we will try and firm up a calendar for the rest of the year. *Ted*

STOP PRESS – Shows that are going ahead still are - UTVVC show at Longstock on the 12th and 13th September and the Frome Festival of Transport on the 26th and 27th September. We might get to one yet! More info nearer the time. I have also learnt of a Steam Fair taking place at Bicton Park, Devon on 22nd & 23rd August. Further info and entry forms on their website www.bictongardens.co.uk – many local engine men and women are already booked into this event, you can exhibit for one or both days. If you haven't been to Bicton Park before, it is a beautiful place, well worth a visit. Also owned and run by the Lister family.

WSEC COMMITTEE

I was fairly surprised the other day when a member said that he didn't know who to contact on the committee, so here's a brief rundown of who's who. For those reading this online you can find us on the "Committee" page of the website. wessexsec.org/committee/

Our President is Roger Pike, who hasn't been very well recently but I'm sure he would appreciate a call. The Chairman is Eric Gay, who I'm sure is well known throughout the club, his number can be found on nearly every bit of show literature. Pete Gear is Vice Chairman, new for this year but far from new to the club. For any info on lamp start engines try Pete (vicechair@wessexsec.org). Also fairly new to the committee is Caroline Turley, doing a splendid job as Treasurer and Membership Secretary from her home in Melksham. If you are especially honoured she will give you her number, but otherwise please use email (treasurer@wessexsec.org) or my number. I am, of course the Secretary, and will answer any queries I can, or if I can't I probably know who to contact. I particularly like to hear from you via email (secretary@wessexsec.org) or the website contact form.

Apart from the Executive we have a number of "ordinary" members, who do a terrific job of representing the membership and helping the club to run smoothly. A huge vote of thanks is due to these people who are prepared to give up their time to help to make the club the success that it is.

First off there's Herb Gane, who has been with the club almost from the beginning and has held just about every committee post. Linda Pike, wife of Roger, has moved across from the show committee. Bryan Coles is keeping a low profile this year but will be happy to take calls. The indefatigable Gordon Guley is mostly available on his mobile and last but not least is Roy Sandford, always happy to hear from you.

So if you have any questions, comments, complaints, or just feel like a chat, we're here to help. If all else fails ring or email me, and I will pass it on to the relevant person. If you would like to volunteer to join us on the committee you will be very welcome, just get in touch with any one of us.

Roger & Linda Pike 01761 233028	Eric Gay 01225 754 374	Ted Edwards 07751 918283
Pete Gear 07584 325266	Herb Gane 01749 674402	Bryan Coles 01749 677297
Gordon Guley 07786 542782	Roy Sandford 01380 726443	

MARKETPLACE

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

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 NHS nurses. All cash made will be handed to nurses on the front line – Contact Melvin Riggs mriggs421@gmail.com

FOR SALE Brooks electric motor, 3HP@240v, 2800rpm in good working order £60 or would swap for something small for my 1 1/2hp Alamo to run (Not water pumps) 01225 754374 *Eric*

WANTED Small voltmeter 0-150v and ammeter 0-5A also a voltage regulator to suit the above, Please help your chairman! 01225 754374

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

GET WELL SOON

Get Well Soon Liz Hibbs, Liz has had a spell in Salisbury Hospital and is now back home under the watchful eye of Arthur and I am sure with lots of TLC from him, she will soon be up and running again, Lots of Love Liz from all your old friends. *Robin*.

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*

Accidental Restoration of "Evils" - 1910 5hp Hornsby Oil Engine

March 2020

I started to have a good look round Evils and came to the conclusion I needed some further investigation before taking anything apart, I didn't want to lose any historic value. Having had a chat with Ray Hooley my thoughts were confirmed. The engine was not a portable and had been sold to a dealer in Sydney, Australia in 1910 and the



engine would have had a cast iron base tank. This was the information that I wanted, the way everything was set out on the trolley didn't look quite right: The wheelbase was long enough but the engine was too far forward on the trolley and too low. Being low and forward exposes the fuel pump stirrup leaving it very open to damage. I then started to look at the trolley and decided that the side rails were not original however, I felt that the wheels, steering and probably rigid axle all were an original Australian Hornsby.

April 2020

At this point we got very busy and removed all of the engine components to see what damage and wear had occurred over time, to my delight the engine came apart very nicely with only one stud breaking and no real mechanical problems found. As I took the engine apart I cleaned the many layers of paint from the nuts which, underneath, were all in very good condition!

The list of work to do comprised of mainly rebuilding the trolley, welding the cracked corner back onto the hot bulb, stripping off the paint and repainting!

The decision was made to lengthen the trolley rails to 8'6" (lengthening the trolley by about 3'). I also wanted to put the cast iron base tank on the trolley as well, the new ladder chassis would be lower and longer so would incorporate the extra height of the base and also give protection to the fuel pump.

The engine and flywheel paint stripping began, whilst removing the ox blood red, we discovered the engine had been previously painted ice blue with orange flywheel and pulley. Thanks at this point must go to Tommy who several times came back covered in paint dust having done a sterling job of helping me out!

The two side rails of the chassis were cut, correctly lined up and drilled ready to be assembled. The wheels and axles were taken apart, cleaned and repainted. All of the hub caps and bores were in very good condition so after a clean and re-grease were assembled. The side rails of the ladder chassis were bolted together with the axles ready to have the final cross pieces welded in.

The engine components were all cleaned, sanded and painted (such a simple sounding job)! Thanks must go to my wife for her excellent painting. *(Pete, please let us into your secret of getting your wife to help paint engine parts.....as I have been unsuccessful with mine thus far.....Ed)* The engine and base tank are now sat on blocks as one unit looking very good. I now have a large number of pristine engine parts taking up space in next doors shed (my poor neighbour)! We have now come to a grinding halt as lockdown has prevented me getting the help I need to move forward.

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

BLACKSTONE 3HP PETROL ENGINE – A PLEA FOR HELP



Many years ago I acquired a 3HP 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

Edit from last month – this engine is 3HP and not 9HP as originally stated by Geoff

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. **Update July 2020 – Thank you for the donations received so far!! Much appreciated.**

Stay safe and keep smiling. *Liz*

CRANKING BY EMAIL

Thank you to those who have been in touch to allow me to send issues of Cranking to you by email, thus reducing costs for the Club during these difficult times. If you can help by doing the same, please do get in touch, details below - *David*

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