



CRANKING



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42 Years of Publication

August 2020

The Wessex Stationary Engine Club's Monthly Newsletter

From The Sump

Well.....I hope this issue finds you all well.....and what a hot few days we have had, unbearable conditions to work and sleep in! I've been lucky enough to have had a couple of engine events throughout the beautiful Westcountry to look forward to and attend recently, the most recent being the Morwellham Quay Lister-Petter Rally, which, at a closed visitor attraction, gave an excellent location for a nice number of engines and attendees to enjoy their recent acquisitions and renovations, whilst observing social distancing. Some genuinely lovely examples there, many travelling from far afield to take in the stunning backdrop of the quay. I did miss chatting to members of the public so had to make do with like-minded engine folk (!!)

but it wasn't all so bad!

A big 'Thank You' to the very kind member who sent a donation to help the Club with the costs of producing and distributing the Newsletter, it was very gratefully received.

Many thanks to Pete Gear for his very interesting write up of his restoration of his Hornsby engine, read Part 3 in this issue. Please, please, don't be afraid to send in what you've been up to, share it with the Club! That's all from me, in the meantime, I hope you get out and about and above, all, stay safe. *David*

CHAIRMAN'S REPORT

Hello everyone! Well another month goes by and we seem no nearer to the end of this terrible time, I do hope that you have all stayed well clear of coronavirus and that our club members are well. Lockdown has been a very trying time I am sure for all of us. I have been hoping to be able to bring you some good news concerning the return to the Old Down Inn, today 4th August I have just got back home from having a meeting with our host at the Inn, Maxine. It is with regret that I have to tell you all at this present time that we are unable to resume our monthly meeting at the Inn, this is because the room is currently being used for dining at the moment. We will return and have our meetings once again but that will not be until this virus is no longer a danger and social distancing is at the end. Let's hope that will not be too long into the future. Now you will all remember from my last report that the event at Charlton Park was to go ahead in September, the local council have stepped in and withdrawn their consent that this event can go ahead so now the organisers have once again been forced to cancel the show.

Your committee have kept in contact with each other throughout this time and I know most are trying to keep our club members informed of matters that may be of interest to them.

Our newsletter, now that it is under new management so to speak, is getting a lot of praise from members.

I have had a few members tell me how well it is being produced and this is wholly due to our editor David and the members of the club sending items to be published, so keep up the good work, send in your stories, restoration articles, news, views and anything else that may be of any use to fill a page or two.

Well that's all for this month, to you all, keep safe keep well *Eric Gay – WSEC Chairman*

CLUB CRANK-UP!

WSEC has arranged with Sweets Tea Rooms to hold a small crank-up on **Saturday 12th September**. The tea rooms are between Wedmore and Glastonbury on the B3151, postcode BS28 4UE.

The crank-up will be between the hours of 9am and 4pm and will be for Club Members only.

We will have space for 30 engines due to social distancing requirements. **To enter, please contact Herb or Wendy Gane on 01749 674402 on or after Tuesday 25th August** with your details, we will then send out a pass and entry number.

On the day, please provide a clear info sheet on your engine so people can read about and understand your exhibit.

There will be no raffle but a donation to the Alzheimer's Society would be most welcome.

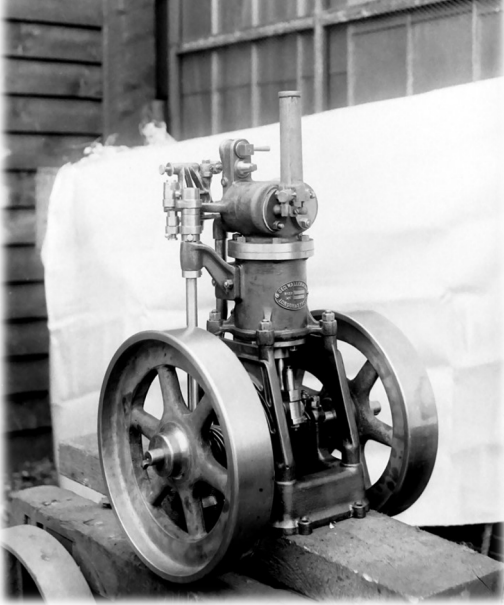
Please do keep an eye on the WSEC Facebook page for updates due to COVID or inclement weather. Any problems, do call us on the number above.

The Club cannot accept any responsibility to illness due to the pandemic.

The tea rooms can supply all manner of tea, coffee, cake and take-away food, I'm sure they will be glad of your generous support during these hard times. *Herb & Wendy Gane – 01749 674402*

GEORGE WALLER/PINKNEY GAS ENGINES

Vertical 'Pinkney' gas engine(Open type)



I have always had a keen interest in engines produced in the Stroud area, When I was a lad I had a view from my bedroom of George Waller & Sons Phoenix Iron Works at Thrupp near Stroud the factory where my Stepfather served his apprenticeship as a Toolmaker. In the late 1800s George Waller originally was making vast range of products for the water, sewage and drainage industries, they also produced steam engines. In the early 1900s they were where producing a range of stationary gas, oil and petrol engines with hot tube or magneto ignition, many engines being exported. Courtesy of the Stroud Museum in The Park I have a copy of a advertising brochure produced in the early 1900s which illustrates the vast range of products produced by the factory. George Waller also made engines for C W Pinkney. *John Bullock*

LOOKING BACK - PART 3

I am sure many of our Club Members will recall rushing home from work on a Friday to hitch up your caravans and trailers so we could get a swift start in heading off to our planned weekend event. Our wives would have loaded up two day's-worth of provisions for our weekend away and the children will have selected their favourite toys and books to keep them entertained in case it rained. Just before setting off we would get a phone call from our friends Bill and Marg who only lived two roads away to say they were ready to roll and we would travel in convoy to the event. A familiar tale for many of us I am sure and arriving at the Show together meant you were placed together in the engine line and would help one another unload and set up.



Our Club organised some nice coach trips including The Birmingham Science Museum, Kew Pumping Station, and the Helicopter Museum at Middle Wallop to mention just a few. Our Club Members also laid on Events close to their area and some that come to mind were Wedmore Harvest Home organised by Tony Andrews, it was just an evening do and very enjoyable much like our Old Down Inn Crank Ups, Tony Jones had a Garden Party at the rear of his home in Trowbridge and it got so popular it had to spread into the neighbouring field and became a two day event! John Kyte also had a Garden Party rear of his home in Market Lavington and although space was a bit limited, lots of folk would go to look and see what was on view.

In the later years here was Johns 300 hp giant Brush Engine, a monster that he recovered from a Factory in Melksham that drove a 200KVA Generator, it was said the Pub a few doors away could watch their glasses shake on the shelf when John started the engine up! Isn't it strange that all these memories come flooding back and if someone asks what I had for tea last night I can't remember!!

Ladies in the picture above are Christine Rogers, Mary Butler, Diana Davis & Jackie Lambert. *Robin.*

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

May 2020



The problems of having no welder have finally been overcome. My friend and I along with Tommy made a start on welding up the ladder chassis. The chassis is 8' 6" long and 1' 8" wide made from 4 x 2" box section. The welding took all day as great care had to be taken to keep the chassis straight and square as all the holes for all of the original axles, wheels and steering had already been marked and drilled.

On completion of this everything was bolted together and as we expected fitted together perfectly. The chassis and iron work were once again separated and everything was propped up ready for painting.

Following a week or so to dry the chassis and iron work finally became one unit making a very nice and imposing trolley, I had a smile to myself at this point because I thought this would all look very nice. During the next few days the engine and base tank were separated and the base tank was craned into place and finally bolted down. Following this there was a reasonably stressful hour while we craned the crank case and cylinder into place on top on the base tank.

We had ground all of the old paint and detritus from the flywheel which had been left on the crank shaft for easier storage/movement. After a small discussion it was decided that the easiest thing would be to paint the flywheel once up in place. A couple of days later myself and Gordon craned the flywheel and crankshaft gently into place sitting perfectly into its main bearings. The piston and conrod (which is a two man lift) had been fitting just before hand. The main bearing caps were fitted along with the big end bearing and as expected a gentle push on the flywheel showed that the bearings were as smooth as a Hornsby should be. At this point my wife was called upon once again to do another cracking paint job to complete the flywheel.

All of the ancillaries were fitted without too much trouble, The engine was then timed by my son Tommy, a very good achievement for him as he is only 13 and has never timed an engine before (well done nipper!) The original large bore fuel pipe between the fuel filter and the fuel pump needed some work as it hadn't been used in recent times, this was the first time the engine had been put on its base for over 30 years which was superbly re-aligned by Graham Raymond.

I had made the decision to move the silencer from the back of the engine to rest on a plate on the rigid axle,



at this point I had company in the shed in the form of Gordon Guley and Debbie Shadwell who started talking to each other and playing around with my exhaust design they announced "you can't put that silencer there it just doesn't look right!" With that Debbie and Gordon put the silencer right onto the trolley and started playing around with pieces of pipe, I knew that this would never work and took very little notice of them. While I was busy with something else they asked me to look at what they had done and it looked absolutely fantastic and the silencer is in exactly that position and I have to agree it looks lovely (thanks to you both) The plumbing and water tank were then fitted without any real problem apart from two joints that needed to be shortened and welded together which was done very nicely by Michael Hopkins.

I was aware that one of the corners on the hot bulb flange was cracked off and this needed to be welded competently, I had spoken to Michael about this and he had agreed to have a look, we took the hot bulb down to Dorset and left it with him to see what he could do. The bulb was preheated in order to weld it and at this point multiple cracks around the bulb appeared, a superb welding job was done and

Michael managed to seal up all of the cracks and a finished and shot blasted bulb was given back to me. I had three attempts at getting the bulb to seal but eventually we got there and the engine was complete.

The engine was rolled outside and started, I was focusing very much on the hot bulb that had leaked twice before, this time everything seemed sound and the engine ran very nicely, there were no real problems apart from a possible valve leak. I removed the inlet valve cage to find that a slight bend in the stem had caused a wear groove in the seat over some period of time, the cage has been removed and the seat is being re-cut, the valve ground and the stem straightened - no problem!

This engine has turned out to be the biggest challenge I have had with stationary engines to date, but it has all been worthwhile and all of the problems that we have come across have been put right and I feel that "Evils" is a very nice example of a 1905 style Hornsby Oil Engine. Once again, my thanks go out to everybody who have helped me with this achievement. *Pete Gear*

MARKETPLACE

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

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*

FOR SALE Two nice barn find Lister D engines, both in full working order, magnetos serviced.

One on a nice barrow trolley with toolkit £130 ono and another on a metal trolley £120 ono

2 Lister D Carburettors £25 each 01225 754374 *Eric*

FOR SALE Lister L engine on strong trolley with cooling tank, nice older restoration £400

FOR SALE Lister D Spec 28 with Lister Domestic Water pump on small trailer, easy to exhibit £200

Both the above items located in Wellington, Somerset – 07927 794342 *Dave*

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

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*

GET WELL WISHES go to Gerald Atherton, longstanding member of the Wessex Stationary Engine Club who has been laid up for the past couple of months with severe back pain. He is making a slow recovery with the help of Hazel who has been his Florence Nightingale during the time he has been out of action. I am sure Gerald would welcome a phone chat with some of his old mates from the rally field. *Roger and Anne Kempson*

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*

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