



CRANKING



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The Wessex Stationary Engine Club's Monthly Newsletter From The Sump

That's Christmas and New Year out of the way – I hope you have all made the very best of a very strange and somewhat subdued Christmas break. Indeed, as many expected, restrictions came back into force to control this virus, meaning we couldn't see our families and loved ones but hopefully a few phone calls and video messages kept everyone together as best we could.

Short term pain for long term gain, hopefully with the rollout of the new vaccines that are now thankfully with us, we may be out on the rally field later this year doing what we love and do best.

The WSEC Facebook page has been quite busy over the festive period; with many projects underway and then the Christmas and New Year Crank-Ups in gardens and garages, it has made for a very varied and interesting page.

If you aren't a member of the group, then just search for Wessex Stationary Engine Club and join in!

Take care, stay safe, *David*

CHAIRMAN'S REPORT

The dreaded virus - it is with us once again, I guess it never left us but this time round it is much more virulent. I hope that you and your families are staying safe and hopefully avoiding this wicked virus.

One or two Club members have been very ill with it but I do hear they are on the mend.

Two members who have not been well recently – I know you will want to join me in wishing them the very best for a continued and full recovery – Christine Rogers is still in hospital but is hoping to be out very soon. Brian Verrall from Cheddar has also not been well but is making a good recovery, we wish you both a full and speedy recovery.

What have you been up to during this rotten time, what with no shows, rallies or anything?

What does one do when you are stuck at home with no projects to occupy your time with? Some years back, I started to make a magnetiser to bring non-sparking magnetos back to life. I never got round to finishing it – but over a few days during this latest lockdown I dragged it out and set about finishing it. Want to make one? It's not rocket science, I'll do a feature on a way in which it can be done in a future issue, I'd like to give David a challenge for the newsletter!

Once more till then – keep safe, keep well. *Eric Gay – WSEC Chairman*

SUBSCRIPTIONS DUE

Please can we remind members that subscription renewals are due, the subscription period runs from 1st Jan – 31st Dec. Subscription rates have been held at 2020 rates which always offered fantastic value for money. Please renew as soon as you can as the Club has already purchased the insurance that allows us to show our engines. A renewal form is enclosed for your convenience, please don't forget the SAE! *Membership Sec.*

CLUB ACTIVITIES IN PRINT!

Wessex Stationary Engine Club - Wedmore Crank-Up



The excellent Wedmore Crank-Up organised by Herb back in September (Doesn't it feel an age ago??) made it into Stationary Engine Magazine in the current issue, a great two-page article with plenty of familiar names and engines on show.

Do you take the Stationary Engine Magazine? It's a great read, full of useful and interesting information often with some great technical articles. You can get it delivered by post or by digital subscription, which is very handy!

<https://shop.kelsey.co.uk/subscription/SEN> for more information

ANOTHER LOCKDOWN, ANOTHER ENGINE – BLACKSTONE - Part 2

During the removal of the Blackstone from the trailer we made a plywood template of where the bolt holes were for the engine base. This template was laid on the trolley, at this point we got out Debbie's clipboard on which she had written every possible measurement you could wish to have.



When we had remembered what most of them were, we began to figure out where the template had to go. The major concern was having enough space to get the exhaust pipe behind the first stringer and steering and in front of the engine. Eventually a brave pill was taken and four centre punch marks were firmly knocked into the trolley. The holes were then carefully drilled and another discussion took place, do we check them or not??

We decided that checking them was the cowardly.....but right thing to do. We took the trolley back to Gordon's and lifted the Blackstone up onto it and with glee, all four bolts dropped straight into place.

The Blackstone was then carefully removed and the trolley was brought back to my workshop again.

The underside of the trolley was painted and the areas to be covered by the engine were also painted, after allowing time to dry the trolley was taken back to Gordon's where the Blackstone was finally lifted for the last time (hopefully) on its new home. We brought the Blackstone back home and I started to think about the exhaust system, you may remember that other people got involved with the exhaust during my last restoration. This time I had made my decision about where my exhaust was going. I couldn't believe my ears when I heard two people saying the exhaust pipe would definitely have to go at the back, the opposite end to my plans, next time I will just ask other people where to put the exhaust pipe!!!

I have to agree they were absolutely right again, however, making up a pipe from the front to the back was difficult and took a lot of messing about. A plate was welded onto the chassis at the back with two crossmembers to support the weight of the silencer. The silencer was tapped so it could be bolted straight through the plate and supports. Looking at this now impressive engine, I asked myself a simple question - oh my god how are we going to paint all that? *Pete Gear*



To be continued.....

LOOKING BACK – Part 6

Our Club Members were always very good at supporting charitable functions and events, one such enjoyable day out exhibiting was at Winsley Hospital, near Bath, where I can recall the Army here erecting two 'A' frames with a long wire in between giving visiting children a zipwire experience.

Whilst sat in a Bosons chair skimming over a pond, a then young junior member, Steven Butler enjoyed the thrill - Steve now has his own family, his children are older now than he was at that time!

Many of us will remember the Children's TV programme 'Crackerjack', starring Leslie Crowther.....well, Leslie opened this event and came around to thank us all for supporting it.

The Hospital here specialised in TB and Chest infections; I recall visiting a friend who was a patient here and he showed me what a previous visitor had brought him in.....nothing but a pack of 200 Senior Service Cigarettes! Sort of a waste of time him being there!!

Trowbridge Park was another well supported charity event, organised and run by our present Chairman Eric; he always managed to muster up a nice display of club engines for the public to view and set up by the parks bandstand. The Full Quart Rally at Hewish, near Weston-super-Mare, situated in a field to the rear of the pub car park was once again a well-supported event. Organised and run by Club Members Roy and Ivor Cox backed up by wives Carol and Evelyn, this very popular event ran for many years, raising funds for children with cancer.

When Roy and Ivor retired this event was slimmed down a bit and relocated to Congresbury and run by our then Club Chairman Ian Skuse. Bradford on Avon Hospital Fete also comes to mind, organised and set up by club Member Tony Jones, all neatly set up on the Hospital lawns and among the trees, I will always have fond memories of meeting then unknown to me Club Members who have become great friends over the past 40 years. *Robin*

LITTLE LISTER 2 STROKE



Recently I was fortunate to become the owner of an odd ball from Dursley, I recalled seeing info on such an engine written about in Stationary Engine Magazine; the engine was rumoured to have been found during the clearance of one of Lister's storage buildings and saved from being scrapped with the rest of the building's contents. The engine was designed to form part of a small generator set for home lighting, I assume to make a move into a market dominated by the likes of Stuart Turner and other makers of low output generators, only a handful seem to have been produced.

It is unclear where the little 2 stroke came from, some believe it a bought in design, others think it was made in house at Lister. The float chamber is the only part that bears the name Lister, with only the fuel needle control wheel and governor casing cover bearing a resemblance to any other Lister product.

My engine appeared on Facebook, as it was local and the seller made indications on selling the engine, I made contact, needless to say a deal was made.

On inspection the engine was in good condition mechanically, it was clean inside with no wear or 2 stroke gunk in the transfer ports, it would seem it had suffered more in storage than in its working life!

I have stripped the engine looking for details of its past but nothing stands out as being produced by another manufacturer. I have made a replacement throttle rod and made all the replacement gaskets, it is currently sat waiting for the magneto to be rebuilt before I can give it a test run.

Whilst not the most recognisable item of Lister's production line, it is a welcome addition to my collection of small oddities. *Stephen Williams*

FROM THE FACEBOOK GROUP

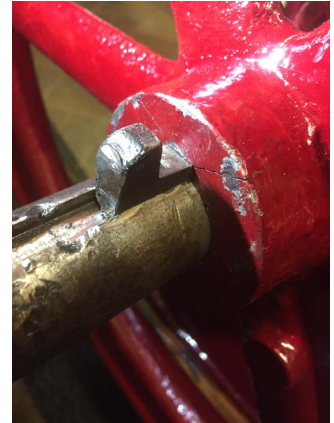


Member Richard Cook from Street posted a couple of photographs from a Club event at Cheddar Football Club, back in the early 1990's. One notable 'event' was a coming together of motor cars outside the event and an exhibitor chasing the driver deemed to be at fault down the road!!

An interesting exhibit too, a water-cooled air compressor, salvaged from a local paper mill



Member Chris Mcdevitt had recently acquired an Amanco Hired Man engine, he needed some help with a damaged flywheel boss amongst other items. A pressed on machined sleeve was decided to be the best fix for this problem caused by over-hammering in the gib key.



I got into a little hot water with my good lady for running 'Pettors on the Patio' on New Years Day, things didn't improve when I decided to run an engine and a pump on the fake grass either.....oh well :-/

MARKETPLACE

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

FREE - A Motovario heavy duty foot mounted gearbox with pulley and shaft adaptors. Ratio is 5.5:1 and it is bi-directional. Almost as new condition. FREE to whoever collects it from Bath. Graham on 01225 31412

WANTED - Does anybody have an original Petter 'M' water tank stand or an EXACT replica? It should be approximately 19 inches square by 7 1/2 inches tall. I only require dimensions to build one for my engine. Gerald Atherton 01934 852670

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 for copy submissions is always 20th of the month