



CRANKING



Issue No: 9/12

42 Years of Publication

September 2020

The Wessex Stationary Engine Club's Monthly Newsletter

From The Sump

Well, that's the summer almost over, almost dark by 7.30pm, probably one to best forget....but nevertheless, some of us have been lucky enough to get out to an event or two.

The recent Club Crank-Up at Sweets Tea Rooms was a great success; with a decent entry of very varied engines and some fabulous warm weather, we spent a very enjoyable day out on the Somerset Levels, it was great to catch up with a few familiar faces and also put a face to a name to a few others too. Superb organisation by Herb & Wendy, not to mention all the others who helped out to make it possible during these trying times. Please see Herb's comprehensive report further down.

I've been fortunate enough to have been able to get to a few gatherings/rallies this Summer, being able to travel a little further afield (some might call me mad!!) The Morwellham Quay Lister-Petter Rally, Bicton Gardens Steam Rally and a few Cornish Crank-Up events, it has brought a bit of 'meaning' to an otherwise rather dull year. It was good to see a couple of familiar Wessex members at these events too.

As we draw towards the winter months, it's time to start looking at 'that project' under the workbench and lavish the time, new parts and paint on it, be it an engine, pump or generating set. I've got a few running repairs to trollies and turntables to do, but no projects to speak of.....well that is until I collect my next generating set, ready to mount onto a trailer and install lots of lights but that's a story for another day!

I wish you all well during this ongoing crisis, stay safe, *David*

CHAIRMAN'S REPORT

Well.....with another month over, I was like no doubt many more of you, hoping that this virus was on its way out, but how wrong can one be. It is once again raising its ugly head, but we were lucky on Saturday 12th September, we just got the crank up at Sweets Tea Rooms and museum up and running before the next restrictions came into force.

Herb once again did us proud, we arrived at just past 9am, all the stakes were in place and already many club members were on site. I unloaded the trailer, set up the engine and by this time Herb was running out the ropes, ably assisted by daughter no 2. Thank you so very much from all of us for helping Dad. Our thanks must also go to our Wendy for all her hard work in doing the paperwork and making up the signs for the road etc. *Thank you, Wendy.*

We had some fabulous engines brought along by members. Two Blackstones, one belonging to Gordon of Whaddon Lane Farm, the other that really should be in my garage belonging to John Thorne. What a fantastic piece of work and it ran better than a Rolex watch. Another engine that had its first long run was Pete Gears' Hornsby. Another superb piece of work and I look forward to being able to get a good look at it running in the future. I did not get a chance to go and take a good look at it.

Also, what should turn up but a great display of motorcycles, from flat tankers to Vincents, I do not know who arranged this, but it would not surprise me if Ted had something to do with that.

It was also nice to meet one of our new members coming from just up the road from Trowbridge at Melksham, Chris Peters and Family, I would like to welcome you to the club, Chris, I hope you and the family have a long and happy time with us all at the WSEC.

Now not everything goes to plan, our Ted spent a long time working on a certain Bernard engine, I may be wrong but I think it ran out of sparks as did a certain Amanco; we did try to get some life back into it but sad to say we failed, hope you can get it sorted soon John.

We all had a great day out, the only one I have had all year and Herb even arranged great weather, so I am sure that all who attended would like to thank you for staging this event for us all.

Over the last few months have been working on two fractional hp engines. I needed a key for one of them, now I hear you say make one.....well this one is a bit special so I thought I would try find a company that may be able to help, I did and nothing was too much trouble and the service was second to none. (Bonut Engineering, Unit 12, Latham Close, Bredbury Industrial Park, Stockport SK6 2SD Tel – 0161 430 4000)

The two Lister 'D' types that I rescued and advertised last month flew out the workshop in no time at all and now have new homes. Both had not turned a wheel in thirty years, but within about four hours of getting them home, removing and servicing the magnetos both were running and running well. I hope the new owner has lots of enjoyment from them.

Now does anyone want some tines from a merry tiller, if so give me a ring on 01225754374.

In the June newsletter Geoff Wallis wanted help with a Blackstone engine and the magneto needed attention, if you are still stuck and need help give me a call on 01225754374, I may be able to help you.

I very much hope that our sale at Cranmore can still go ahead on October 3rd, please keep your eye on the website or Facebook or even phone me nearer to the time as with these new restrictions no one ever knows. That's all for this month so to all of you, keep well, stay safe and avoid the virus *Eric Gay – WSEC Chairman*

WEDMORE CRANK UP

Sweets Tea Room Crank-up has finally taken place on 12th September – the date in June having been cancelled due to Covid-19. Club Chairman Eric and Club Secretary Ted Edwards, Wendy and I decided to arrange a date in September with the Sweet Family. We felt there was a need for engine people to meet up and enjoy our hobby. We set a limit to 30 engines.

On the day the gates opened at 8:30am and within minutes people and their engines started to arrive. By 9:30am there were 26 engines up and running.

One of the first to arrive was Pete Gear with a well restored 1910 Hot Bulb Hornsby Engine. Gordon and Paula Gulley brought their 1929 9 HP Spring Injection Blackstone which ran well all day. Ashley Humphries brought a make of engine I have never seen before, a De-Bury-Ceres, 1910 1½ HP (French I think)

Our newsletter editor David brought five (!!) engines all on one trailer; a 5hp Petter S Type, a Spec 10 Lister D, a couple of Ruston AP's, a Petter A1VO, with brass-bodied water pump, an ex RAF Exeter engine. Steve Baker brought an Amanco 2¼ hp.

New club members Chris Peters and family brought a nice Wolsey WD2. It was their first rally and we welcome them to the club. John Thorne from Bridgwater brought his Blackstone 1922 2½ hp engine. Phillip Webber with his 1918 Amanco 3 Mule

Further along the line was Ted Durbin with a Lister D and water pump. Nearby Edward Carp had a Ruston Hornsby PR and Chairman Eric and Maureen Gay brought a nicely restored Alamo.

Kevin and Carol Phillips brought their 1½ hp United engine complete with pillar drill. Nearby was Richard Cook with his Villiers 1½ hp engine with water pump. Long distances, travelling up from Poole, Chris McDevitt brought his Lister A 1946 and water pump. Local man Tony Grimstead with an Amanco 2¼ hp driving a compressor and generator, also had a butter churn that seemed to revolve on its own. A very good display.

Our secretary Ted Edwards brought his Bernard 1932 engine, John Allen a nice Amanco 2¼ hp. Last but not least our president Roger Pike, and Linda brought a very nicely restored Leek gas engine and most likely the oldest engine on display circa 1890. William Rogers sent his apologies as he was unable to attend.

About 6 members of the VMCC brought along motorbikes; a Frances Barnett, Triumph, Vincent, BSA etc.

We asked for donations for the Alzheimer's Society and raised £170 which was a fantastic sum! Many thanks to all that helped prior to the rally and on they day. And also, we are very grateful to the Sweet Family for the use of the field. A good day was had by all. *Herb and Wendy Gane*

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*

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

MOTORCYCLE SECTION

MURPHY'S LAW of MOTORCYCLING – a little light-hearted entertainment!

- 1...A Motorcycle cannot, or will not, fall over without an audience.
- 2...Riders will only ever find their keys are in their back pocket AFTER they've put their gloves on.
- 3...Flying Insects are as attracted to speeding Motorcyclists as Kamikaze Pilots once were to aircraft carriers.
- 4..."Quick Fixes" are so named for how long they stay fixed.
- 5...During repair/restoration. the only part you really need will also be the only part on permanent back order.
- 6...Nothing is harder to start than the used Motorcycle you are showing to a prospective buyer.
- 7...It is a proven fact you will never suffer a punctured tyre on the road until you leave the puncture repair kit at home.
- 8..." Universal Accessories" are so named because that is where you must search, to find the Motorcycle they fit.
- 9...Accidentally touching a hot exhaust pipe whilst kneeling beside a Motorcycle causes injury to the Rider who jumps, to head-butt the handlebars.
- 10...Older Motorcyclists respectfully acknowledge the heart-warming fact that Classic Bike Riders of the old 6 volt lighting system, refer affectionately to their Inventor as Joe Lucas, Prince of Darkness.

I'm sure many can relate to some, if not all of these points! Stay safe, *Liz Harrison*

LOOKING BACK – PART 4

It's always nice to look back and reflect what our Club did many years ago.....Browsing through my archives I found a trip we once took to the Black County museum in Dudley, just a few miles west of Birmingham.

The museum was an open air living venue that was instigated in the 1960s and was to show what had once taken place in the area and to preserve the rapid changes that were taking place, with the major cuts in our then dwindling railway network, coal reserves and for us to remember how things once were.

Looking on today's website there is even more to look at now than when we all paid our visit in 2008 but there was plenty for us to see. For us visitors we enjoyed walking down the cobbled streets, viewing houses and shops of all descriptions, the buildings occupants were all dressed in period clothing and had a memorable brummy accent. There were horses and carts, old school rooms, a working smithy and a simulated coal mine to view, many of us got on a canal boat that took us into a tunnel to view an underground quarry and a first class restaurant was on hand to satisfy our thirst and hunger. Another fine day out our club organised was at the Sammy Miller motorcycle museum situated on the southern edge of the New Forest close to New Milton. I believe this visit was instigated by our then club chairman Brian Baker who in his younger days was a keen motorbike scrambler and in later years loved attending and watching speedway racing. Many of our club members also have Bikes as well as stationary engines; those who came on this trip would have enjoyed what was on offer to view, famous makes such as BSA, Norton, Triumph, Ariel were all here including all the imported makes you could think of, a recent look on the website shows this superb collection of machine that has to be world class. *Robin*

KING EDWARD MINE, CORNWALL SULZER 2 STROKE DIESEL

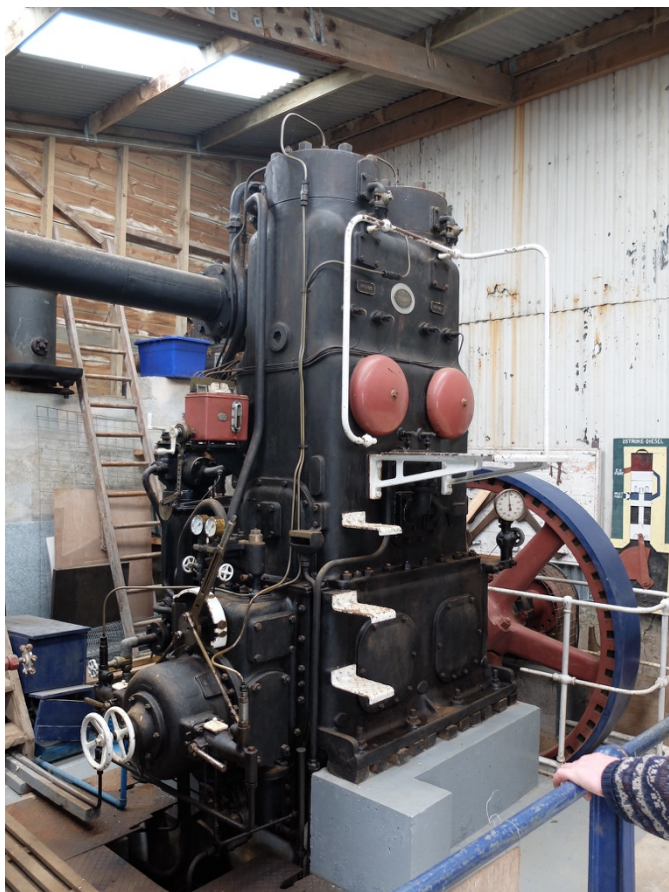
The Kernow Old Vehicle Club (KOVCC) were kindly allowed to host an event of the King Edward Mine (KEM) site on the 20th of May 2019, KEM site is an ex-tin mine and was also used for training by Camborne school of mines, the site has been maintained by volunteers since 1987, Camborne school of mines still visit but

stopped using the site in 2005. It retains many features including a steam winch engine, Californian stamps and lot of other equipment used to refine tin, it's not as simple as just digging lumps out of the ground. The event had a decent turn out of about 20 engines, for such a small event the variety on display was impressive. Thomas and I took the Barr and Stroud and a Norman SC I've had since 1994, probably it's first outing in nearly 10 years, works lovely now it has a new cylinder and recon magneto, this one has been passed on to Thomas.

Also in attendance were some lovely examples of open cranks of all sizes, from David Roskilly's small 1 1/2hp Brownwall to Graham Martin's impressive Hornsby Stockport. A lovely Wickstrom hot air engine and Keith Billington's Fuller Johnson running a set of Tin Stamps which is a unique and spectacular display. (I'm a useless Cornishman and couldn't tell if they were Cornish or Californian stamps.)

The main reason I dragged myself to KEM (apart from supporting the KOVC of course....) was to get a closer look at the twin cylinder Sulzer and associated compressor set.

The Sulzer is a 2 cylinder 2 stroke diesel model RK30. It was one of two supplied to Falmouth Water Company in 1926/7 to pump water between Argal and College Reservoirs near Penryn, it's no wonder Cornwall water rates are so high when they were buying Swiss engines to pump it around! One engine was kept in standby until 1970. KEM removed them in 1989 and erected a building for the better engine in 1994, the spare is sitting in their yard looking rather sorry for itself, it would be a large task to get it running. The bore is approx 300mm and the flywheel is approx 1.88m in diameter with a width of 280mm.



The Sulzer has retained its original starting compressor set, a rather unusual Motap engine and Sulzer compressor. Motap produced engines is Chemnitz German, they produced 2 distinct variants, the side valve V and VR and the OHV VA, this example being a model V producing 2PS (Pferdestärke - horse-strength in German). Motap also procured gear and sprocket wheels, the company was formed in 1920 and folded in 1952, it is unclear how long they produced engines. The Sulzer compressor is rated at 40 bar/360RPM.

It's a rather pretty little set with large drip oiler, heavy flywheel, enormous cast iron feet and counter balance on the governor, you can tell it's a well engineered engine. I have been informed the engine isn't very nice to stand beside when the 3 starting tanks are getting up to pressure, it certainly makes the 2PS engine work for its keep, it is fortunate it is bolted to the earth well.

Sadly it would seem neither engine will run in the immediate future, being as they are not originally fitment to the mine or mining heritage they are rather low on their list or priorities, the compressor storage tanks are in need of testing along with H&S legislations it is not feasible with the current funding. They are also mindful of the environmental impact of running the engine and

the bad press it may draw in the current climate, something we may not be accustomed to. I am pleased to say one of the volunteers goes and bars the engine over and makes sure it is lubed up from time to time.

The engines are not on regular display, but I expect if you ask them nicely they will take you to it's location.

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