



# CRANKING



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## FROM THE SUMP

Well here we are at the end of the first quarter of the year, I can't quite believe that April is just around the corner. With rallies and events coming thick and fast, it is often a toss-up as to which one to enter or attend as some do unfortunately clash. I'm looking forward to Abbey Hill at the end of April, having never been, just on the doorstep so it's an ideal opportunity to get a few engines out – being a Yeovil event, I think some of my Petters will have an outing. Let's just hope for some decent weather.

I hope you are all keeping well, the old C19 seems to be doing the rounds again, with some members falling ill soon after the Whaddon Crank-Up in late March, I wish you all a speedy recovery.

May I take this opportunity to remind you that this will be the last issue of Cranking that you'll receive if you haven't renewed your membership. *David*

## CHAIRMAN'S REPORT

First of all, Catherine & myself would like to express our sincere thanks to all the dear Club members and friends that came to the funeral of my dear wife Maureen.

We were overwhelmed by the kindness we received from you all, Thank you all so very much.

I now look forward to happier times; at the moment there is a great hole in my life that I will try to fill, but though it may get smaller it will never be totally filled, I have already been out and about checking up for a crank up at Tuckers Grave Inn at Faulkland, the answer I got was YES YOU CAN!

**STOP PRESS** – The date is confirmed as 15<sup>th</sup> May, please see the advert for the event further into this issue. This will be something for us all to look forward to. But that's not all! Work is progressing with plans for our Vintage Rally now to be held at the White Horse Country Park, on a nice large flat site, by kind permission of Mr. Hulin, the owner of said park.

This event must be a success so I appeal to every club member please come along and give the rally committee your support as a great deal of work is done by a few very hard working people to stage this event for you the Club Members and if anyone would like to come and join us, please give me a call, one lovely club member has already done this and I welcome her with open arms, a few more would be nice.

If anyone knows of anyone outside the club with a vintage exhibit of any kind that may be interested in exhibiting at our new venue, please do give me a call so that I may get in touch with them, we need as many exhibits as we can find.

Now I have quite a few old engineering books and looking through one of them the other day I found an exploded diagram of a large Crossley Gas engine, this I have reproduced so that it can be included in the next newsletter.

It was strange that this should come to light at this time as just a few days ago I had a phone call from a gentleman in Cumbria and this turned out to be the last surviving member of the Crossley family, he even has the last built Crossley car and if I am ever in Cumbria I have an open invitation to visit, I very much hope that I may be able to meet Mr. Crossley in the future, as I was able to give him some Crossley information for his Crossley archive.

Now on Tuesday 8th March I joined the Committee meeting via that internet thingy tiss a wonder of modern science so tiss, well after the discussion covered a good few Items, I am glad to be able to tell you all we will be returning to the Old Down Inn at Emborough for our end of month meeting.

The first meeting will be on the 28th March at the usual time of 8pm and our committee meetings on the second Tuesday of each month.

The annual General Meeting will take place in June and all those of you that have been longing to join the committee will be able to do so.

The Wessex Stationary Engine Club seems to have weathered the storm of the pandemic pretty well as we have around 200 members, so it just goes to prove that there is still an interest in collection and restoring old rusty iron.

Now our sale at Cranmore is looming near and it will be all over by the time you read this, I very much hope that it will be a dry day as it will be great to meet up with people I have not been able to see for some time let's hope we have a good day and yes once again, add a bit to the club coffers.  
I have just received the Vintage Spirit yearbook so I am now going to sit down and work out what other rallies I may be able to attend, may be some I have never been to before, as they a change is as good as a rest.  
Well that's it for this month, keep safe and well everyone.  
*Eric Gay, Chairman WSEC, 21 Rutland Crescent, Trowbridge, Wiltshire, BA14 ONX Tel: 01225 754374*

## **ROGER PIKE MEMORIAL RALLY**

**Sunday June 26th - Whaddon Farm, Hilperton, Trowbridge BA14 6NR 10am - 3pm**

Following on from the success of the first, The Roger Pike Memorial Rally will take place for the second year in 2022. It is open to all members and non-members, aslong as you hold the correct insurance cover.  
There will be a Cup presented for the best exhibit, this Cup was donated by the Club celebrating Roger's long association with the Club over a number of years, serving on the Committee and ending his time as President. Do come along as see if your exhibit enables you to take the Cup! As last year, the ballot will be private, with everybody putting their votes in a ballot box.  
Why don't you ladies do a 'Car Boot' whilst the men enjoy their mechanical things? If you do have anything to sell, do bring it along.  
The Carnival Club will put on a BBQ, tea, coffee and cake will be available, donation buckets for the Carnival Club and Dorothy House will be on show, so please give generously.  
Due thanks to Gordon for allowing the use of his barn at Hilperton.  
For more details contact Linda on 01761 233028 PS.....Cake donations would be most welcome!

## **DATE FOR THE DIARY! SWEETS TEA ROOMS CRANK UP**

A little advance notice from Herb and Wendy Gane that the popular Club Crank Up at Sweets Tea Rooms near Wedmore on the Somerset Levels will take place on September 4<sup>th</sup>. More info to follow in future issues.

## **TUCKERS GRAVE VINTAGE DAY & CRANK-UP**

I am pleased to announce that we will be running a Vintage Day and Crank-Up at the excellent Tuckers Grave Inn & Campsite at Faulkland, near Radstock BA3 5XF on Sunday 15<sup>th</sup> May between the hours of 10am and 4.30pm, with exhibitor arrivals from 9am please.  
Free entry, donations gratefully received, all proceeds in aid of Cancer Research and Dorothy House, both very deserving organisations.  
Any queries, please contact Eric Gay, Chairman WSEC, 21 Rutland Crescent, Trowbridge, Wiltshire, BA14 ONX  
Tel: 01225 754374

## **FOR SALE**

In first-class working order, S Corbett & Sons The Plymouth Grinding Mill  
£360 ono Steve Aldred 01747 841556 - Wiltshire



## **FOR SALE**

Stuart Marine R3M Engine complete with gearbox and Prop has been stored for past 2 years. It does turn over and starts. Open to sensible offers over £450  
Contact Dave Sprinks – 07989 435701

## FOR SALE

1911 2hp Root & Vandervoort Open Crank engine, low tension on trolley.

Runs but needs work to run nicely **£950**

Cast iron vintage sawbench made by Coward Engineering Ltd of Stoke Gifford, Bristol, 13" blade driven by vintage electric motor, total size 20" x 14" **£35**

Atco lawnmower, kick start Villiers engine with flywheel mag **£35**

Bentall chaffcutter **£30**

Contact P Marshall 01761 471461 Timsbury, Nr Bath

## ROGERS PRIZED POSSESSIONS

Linda Pike is offering some of her late husband's engines and associated things for sale.

Roger would love for them to stay in the Club, if possible. Contact Linda on 01761 233028 or 07814 619846

## ENGINES

1916 Amanco Choreboy £1600

Petter W1 Lighting Set with dynamo £700



## PUMPS

Weeks Sprayer Pump £300

Argosy Pump, single cylinder £125 – Restored in lockdown, unfortunately never got to use it.

No 2 Amanco Gear Pump £250

## OTHER ITEMS

Stuart Tuner tank £10

Various Oilers £70 or £100 for the job lot

Drain Taps £10 each

Choreboy Ignitors £50 each (2 available)

Ruston Hornsby Starting Handle £20

Clarke Generator £150

Kohler Engine 2kVA Generator Set £150 ono



## SERVICES

Amanco ignitors – I'm very quiet at the moment with nothing coming in for me to look at – so now is the time to get that troublesome ignitor or magneto looked at before they are needed to work at a rally this year.

I also have numerous Stationary Engine leaflets and handbooks, too many to list, so if you're after anything, give me a call....I might just have what you're looking for! *Kerwin Harris* 01872 273388

## THE ENGINE THAT NEVER HAS BEEN RESTORED PETTER SAFETY OIL ENGINE - 1920

It was well over 30 years ago that I acquired this engine, I had been trying to buy it for several years, always getting the same answer from the then owner "Oh I don't know what I want for it". This went on for a couple of years, until I attended the Selwood Rally at Longleat House, I fell into conversation with a gentleman next to me in the engine line, it transpired that he wanted an apple top.

I informed him that "I have one" it is a late model with a mechanical lubricator at 3hp, "That's just the job I would love that" he said, well it has its flywheels removed I said, for storage but if you are interested I will leave a bit early, refit the flywheels, get it running and bring it tomorrow. So, this is what happened.

I burned the midnight oil after returning to Trowbridge, flywheels fitted, engine running and loaded ready for the next day.

If the gentleman bought it I had cunning plan.....and buy it he did, and we had a good day, he ran the Petter and I my 2 ¼hp Amanco, the rally came to an end and the cunning plan was put into action. I went home via Frome, home of the other apple top I wanted, I found the owner at home "what does thee want?" was thee greeting I got. "I have come to buy that Petter" said I, once again I got the same reply as before, but this time I pulled out some of the money I had got for the one I had sold and waved it under the owners nose, twenty minutes later the appletop was in the van, was I a happy bunny or what!



The Engine had been supplied new to a Mr. D. Ewhirst of Potterne, Wiltshire in September 1920. It had been bought to run a dynamo for farm lighting but had done little to no work as not long after the purchase mains power came to the farm, the engine was placed on a large wooden box and there it stayed for many years until it went to Mr Ewhirst's nephew from whom I bought it.

Well time passed and it was some time later that I decided to take a good look inside my purchase, Apple and head removed, at this point I stopped as even the piston was clean, with no carbon on it. It would be pointless stripping the engine

any further, all the bearings were as good as the day they were fitted, but now a conundrum arose, this is a 1920 engine - Why did it have Oil Ring main Bearings, it would appear that at some time the engine had been rebuilt at Petter's works, but why? I shall never know, but I know full well it never did very much work.

Now I know that 51020 was built in 1920, engines up until 1923 had Stauffer greasers, after this a change was made to oil ring bearings.

Well now a dynamo fitted to an engine is of little use if it has no lighting board, so the hunt was on to find some old switches and light fittings. I had a friend living in Gurney Slade in Somerset, Bill had a collection of all sorts. With a swap for some parts he wanted I got six fluted brass switches, (tops like flower petals) and a 20 amp double pole switch of the same pattern, this is two switches linked by a ebonised wooden bar, they must date from the early twenties. Also not only this but four brass light fittings. Wiring was not a problem as I spent my entire working life as an electrician.

Then another friend came up with a brass volt and amp meter, this was all mounted on a nice piece of board and hey presto, I had the lighting board. Over the years the engine has won two awards, one at the Three Okefords rally, the other at the Wiltshire Agricultural Preservation Society ploughing match many years ago.

Maintenance over the years - the only replacement has been a pump plate, now made from plastic, the side from a 1 gallon plastic cider container, it will not rot or rust and I must admit the cider was very good!!

*Eric Gay*

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

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**If you are sending in handwritten submissions, please write in clear block capitals**

**Deadline for copy submissions is always 20<sup>th</sup> of the month**