



# CRANKING

The Wessex Stationary Engine Club's monthly newsletter

February

2009

Thirty second  
year of  
publication

[www.wessex-sec.co.uk](http://www.wessex-sec.co.uk)

## From the Sump

I want this newsletter to represent all our views & I try to publish everything I'm sent by post, phone or shoved in me 'and at a crank up! I'm concerned to hear that some people feel that their efforts are not reaching the printed page & I agree that this is occasionally true. Usually it is reports of meeting night talks that fall by the wayside as I feel that they have a short life – if I can't find room for them the following month then I do think that their moment has come & gone. Further it is frequently the case that the talk was covered in Brian Baker's Chairman's Report & I see no pressing need to cover things twice – or occasionally three times! – in the same newsletter.

I must admit to human frailty & am quite literally a one fingered typist! Whilst I am quite happy to type up short notes from hand written originals, I am a fairly busy creature of the modern world & am frankly more likely to get around to scanning in typewritten or word-processed submissions using Optical Character Recognition software (the scanner reads it for you & puts it up on the screen for editing) than even the most well-written and legible article submitted in longhand. The latter will require me to sit & type it, you see.

Even so, as I am restricted to a single sheet of A3 printed A4 x 4. I constantly agonise over what I must leave either for another time or not print at all. Ever since I started doing this job, I have said to any that will listen that we need another page – not every time perhaps, but from time to time I really do need six sides of A4 to clear the backlog. Without doubt, less would get left out if I could do this.

To start with, I was prepared to print the 250 odd double sided sheets myself as a service to the club, but my circumstances changed & I am not able to do that anymore.

With due modesty, I must say that I am often approached at events by our members or by e-mail or phone & nice things are said to me about the newsletter, so I know I'm making a decent number of you happy!

The days are lengthening & I find myself fixing things, looking more interestedly at the bench I need to clear before I can actually do anything and looking forward to the burgeoning of the spring.

## Moving the Metal

### For sale

**Lister Diesel** engine driving a Fullwood vac pump. On a trolley - £120 ONO. Phone Ed on 01458 210929  
**Party Tent**, strong and robust, 6m x 3m in PVC. Used only a few times from new £195

**Victorian Cast Iron Lamp Post** by Wm Cockey of Frome. Buyer to dismantle & remove from my garden. £395.

**Howard rotovator** Kohler engine, 2 forward, 1 reverse. Good condition - £200ono.

All above contact Robin on 01373 - 463526

**Vauxhall Vectra**. 120K, top of the range, excellent order. Sold with new MOT at time of sale. £890 ono  
All above, phone Eric Gay - 01225 754374

**Wanted – Barnard W110 piston**. A piston from a Austin/Morris "A" series 848cc SV engine or very early Mini would do the job.

Phone Tony 01373 464982

**WANTED** - Starting Handle for Bamford 9hp crank 2 5/8" Please ring Ron on 01749 870756

**WANTED Triumph** twin WW2 genny or parts.

**"Old Glory"**. Stack a foot high 80's & 90's – tenner.

**"Vapourising"** small stack of old 'uns - £1 each.

**WANTED "Stationary Engine"** Magazine. Now only need 16,17,18, 24-34,36. Have early copies to swap!  
All above, phone Kim Siddorn 0117 964 6818

### A Wrinkle & A Nod – Robin Lambert

Some 30 years ago, my old mate Bill and I bought a 8hp Ruston Hornsby engine. It had not run for many years & the first job was to give it a good check over and fathom out how to get it started. It was fitted with a Wico EK type magneto that was tripped by a lobe on the side shaft. We eventually got it to run then it stopped and whilst trying to find out why, we moved the flywheel only an inch and it started up again. We thought this - was - great until it dawned on us that had we had an am or two between the flywheel spokes the consequences could have been horrendous. There must have been some petrol vapour above the piston that with the spring loaded trip on the magneto caused the engine to fire up. This send a chill down our spines and after using and shutting down the engine we always made a point of removing the HT lead from the spark plug. Before running again any pre checks and maintenance could be done in safety.

We carried on this practice for almost 30 years.

Articles, cartoons, photos etc are always very welcome – this is not a one-man band, but an expression of all our thoughts and experience. Submissions should be preferably typed or word-processed or even handwritten, (**if brief**), - it is the content we're after, not the grammar or spelling, so please don't feel your efforts will be ignored. The editor reserves the right to change, edit, augment or lessen your Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy

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