



# CRANKING

The Wessex Stationary Engine Club's monthly newsletter

July

2009

Thirty second  
year of  
publication

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

## From the Sump

Please bear in mind that the September (not August) meeting will be consulted about the Theft Insurance I have been looking into for our members. Basically, it needs 25 of us to buy into the scheme, well under 10% of our membership. If you can't be there & wish to support it, please respond to me direct – contact details below.

I went to the Aero/auto jumble at Brooklands on Sunday. The entry price was £9 but £7 for me & the majority of visitors where bus passes must have outnumbered young 'uns ten to one! The museum is a very active one & every time I go there I find new things to look at, better presentation and lots of volunteers around to help.

However, the sale was nowhere near as big as I thought it would be & half an hour of head down looking & walking got it done. I found very little in the way of aero stuff & there were perhaps five stands specialising in old plane stuff. But it was an interesting day out.

I found a 6 volt dynamo, suitable for a stationary engine. a couple of Newton Pile voltage regulators, a very nice oval copper tank that was actually once a hot water bottle. The addition of a tap will give it a new lease of life! A twelve volt sports coil from 1930's in perfect order, a lovely little hanging lead lamp with fabric-covered cable that I swear has never been used. And a few other bits.

I wandered around the museum & was in the right place to see three blokes push start the Napier Railton, a record breaker in its day with a "broad arrow" W12, 24 litre, 500hp aero engine lurking under its lovely long bonnet. The body is plain aluminium & it had been polished that morning. It sat there in gleaming splendour as the engine burbled and clattered to itself. Next, they started and ran up a A.V. Roe replica with a Citroen 2CV engine, then an ABC "Scorpion" powered Bleriot AV10, a replica of the aircraft in which he crossed the English Channel 100 years ago this week. Then a powered glider from the '30's with an engine I didn't recognise. Finally, a Sopwith Camel, the rotary engine making its characteristic rustling roar, the displaced air from the whirling cylinders being readily heard over the bark of the exhaust.

All in all, an excellent day out & an easy run on the M4/M25/J10 & return in good weather.

## Moving the Metal

### For sale

**Petter 8hp.** 1919, M type. Class One prize winner, totally rebuilt reluctant sale. Best offer near £1.200.

Phone Eric Gay - 01225 754374

**Enfield "Sloper" Diesel.** Apparently in good order, free with compression. I'll never get around to it! Might **JAP 55 twin cylinder.** Ran fine the last time I tried. Probably never used in anger! Swap for something small & interesting. £140.00 for either (not both!).

Phone Kim Siddorn 0117 964 6818

### WANTED

**ABC engine.** Particularly 1915 250cc Firefly but anything considered. Good price paid for the right engine!

**Triumph twin WW2 genny or parts.**

**"Stationary Engine"** Magazine. Now only need number 27. Surely there is a spare one out there somewhere? I would be more than happy to borrow a copy and photocopy it myself, guaranteeing not to let it out of my sight!

All above, Phone Kim Siddorn 0117 964 6818

**This column works - a trailer, starting handle & a magneto gear were found.**

## Special notices

News from Earwig --- Several reliable sources have told me that the St Agnes Rally in Cornwall will be moving to a new site next year which is a purpose built showground in the Stithians area near Falmouth.

The Honeybrook Farm Rally, near Wimborne went very well and quite a few Wessex members were invited to attend, two of which set up camp in one of the farm's barns as on their arrival it was too wet to erect their tent, all was nice and cosy until 4am when the farm's rooster decided that they should have an early morning call and he kept calling and calling and calling !!

**An editorial apology.** In last month's edition, the Bristol & South Glos SEC rally was indicated as only being open to club members. This was a misunderstanding on my part as this only referred to their winter crank up, not the rally. My apologies to the B&SGSEC for my error.

The rally was well attended with over 60 engines, plus tractors, commercials, bikes, farm machinery & traders. There was a road run & the weather was kind

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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