



# CRANKING

The Wessex Stationary Engine Club's monthly newsletter

March

2009

Thirty second  
year of  
publication

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

## From the Sump

You might not be aware of this, so I thought I'd mention it. The Great Dorset web site is very insistent that **everyone** who stays on the public camp site buys an entry ticket to the showground for the days they are camping there. This change will make it unnecessarily expensive for some as many go to the event that do not actually enter the showground – wives that go shopping etc. The GDSF had that rule last year, but didn't apply it too much. This year it's prominent on the booking form so is likely to be enforced. It is also worth bearing in mind that the event falls in term time this year.

A succession of bright & cheerful days always brings out the engines and sure enough, there were a fine crop on e-Bay last week. Bamfords & Crossleys, Nationals & Amancos accompanied the ubiquitous Lister D - like the poor, always with us! – as they were dragged blinking in the sunlight to be fettled & cleaned ready for sale. Some of them even ran! I bought one for an inconsiderable sum but ended up with four when the seller found that no-one else wanted his Iron Toys & a bargain was struck. I am fortunate in having friends all over the UK who are becoming used to the begging e-mail to collect this or that near them but far away from me.

I bought an interesting "unknown" at the November Cranmore event. A green painted single cylinder, vertical, fan cooled two stroke of around 250cc, It was featured in the SEM last month (March) and I'm convinced that it is of German origin as there are instructions in that language on the Solex carb. However, the actual manufacturer remains a mystery & as it came from the Wessex area, I'm hoping that someone will be able to help. There is an unusual magneto with the Auto Union circles on it, but I've had it suggested that it bears a resemblance to a Sachs engine. If you have any ideas, I'd be glad to hear them.

All are looking forward to the new season, hopefully drier than the last. Preparations are well in hand for our major summer event, **the Midsummer Gathering at Semington** and there will be much to see & do there with engines & tractors booked in already in good numbers. Please do complete the application form in last month's newsletter..

## Moving the Metal

### For sale

**Lister Diesel** engine driving a Fullwood vac pump. On a trolley - £120 ONO. Phone Ed on 01458 210929

**Ford Transit 2.4 Diesel** For sale April/May time, van, semi high top, "S" reg, one owner from new, has 5 belted seats, tow bar, engine. Has only done 83k easy miles, tax & m.o.t till end of september.

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

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

"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 – Kim Siddorn**

Cleaning up an engine before painting or just too remove years of grime, oil, farmyard muck is a time consuming task & often not easy to do. You might not want to use a pressure washer as the high speed jet gets under original paint & can find its way into HT coils and other ancient electrical components.

Scrape off the thick caked on oil & grease first. I use a section of an old carpenters rule. It is in boxwood with a brass end & has worn to a smooth rounded end over the years. Next, paint on a coat of your favourite cleaner – although it's not what it used to be, I still think Gunk does a good job. Scrape off some more & work the residue into corners.

Boil a kettle full of water, nick some washing fluid from the missus & put a good dollop into the bucket. Pour on boiling water & wash the engine, brushing the solution into every corner. Use as hot as you can. You might be startled with the result – repeat with plain very hot water, pouring the last of it over the engine. It will dry fast & be prone to rusting so get on with it!

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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