



CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

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From the Sump

There is a lot of chatter going on about Ethanol and in the next couple of years the amount of this alcohol based fuel in our petrol will double from 5% to 10%. You might already be finding a white deposit in the carb & this might well be exacerbated by the ethanol absorbing water from the air, a particular problem with engines that are run infrequently. The water corrodes the aluminium parts in the fuel system, producing aluminium hydroxide that converts in the combustion chamber into aluminium oxide – yes, the stuff they make grinding wheels from!

Now that's bad enough, but there is a second mechanism of galvanic corrosion to consider. The aluminium corrosion will be worse if other metals are present such as the copper in brass fittings and jets or present in the aluminium alloy itself. There will be a small electrical charge produced by the different metals and this will cause anodic corrosion. Petrol itself is not conductive, but ethanol is hygroscopic and – as I said - will absorb water from the air during transport, transfer to underground tanks and at the petrol station when you fill your can.. Thus, ethanol that has absorbed water will conduct electricity & the brass and zinc bits in the carb, line and tap will slowly rot away. I should also say that ethanol of itself will degrade many plastics and rubber derivatives and attack tank sealers that have been used to stop tanks with pinhole rusting from leaking.

It will also attack fibre glass fuel tanks. Not a great problem for stationary engines perhaps, but many of us have the odd motorcycle tucked away. If it has a GRP tank, the ethanol will attack the resin that bonds the glass together and it will slowly but surely come to bits. On the bright side, there are now advanced sealers that will not suffer from ethanol attack.

Fuel system corrosion is not likely to be a problem in machinery that is run frequently, but I would certainly expect to be running engines dry of fuel at the end of a day's exhibition. If the tank is steel, it is unlikely to suffer during the season, but in future I shall be draining the tank when putting my engines to bed for the winter.

Stop press date change! The crank up at Nunney Catch has been moved to Sunday April 10th (not 17th)

Moving the Metal For sale

Steerable wooden trolley, heavy duty, 4'8" long, 1'10" wide. Matching 6 spoke 14" wheels. Needs a little TLC. £650. Phone Ed Carp on 01458 210929

Length of steel shafting, 2½" diameter, 9ft long with 2 plummer blocks. A bit rusty but a lot of useful steel for only £5. Buyer collects. Phone Tom Randall 01761 418926

Detroit 2.5 HP vertical, circa 1913. £750. **International Titan** 1HP horizontal £1,050. **International**, M type, LT, 3HP, 1920, £450. Tel John: 0122 5340432 or email wjohnfire@virginmedia.com.

Wood-effect 15" high glass lined barrels. Just the thing for a small cooling tank. £15 each

Stuart Turner P55 Industrial engine. (photo 1 below) No magneto, but in good order. £80.00 ono.

Both above, phone Kim Siddorn 0117 964 6818

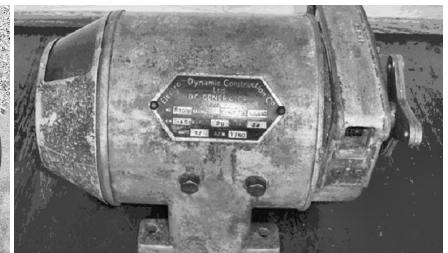
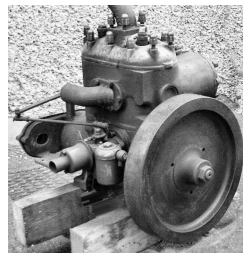
WANTED

Four to five inch **flat belt pulley**. Petter A1 starting handle. Phone R. Champion 01275 892944

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

Stuart Turner flat twin generator complete. Alternatively, I just need the (apparently!) special dynamo. PLEASE look under your bench for one! (photo 2)

Both above, phone Kim Siddorn 0117 964 6818



Club Visit to Kew Bridge Pumping Station. Sun, Sept 18th Advance notice

The committee is planning a trip to Kew Steam Pumping Station. We have booked a 49 seater coach which will leave Nunney Transport Café car park (parking available) at 8-30 am, and will leave Kew at approx 4-00 pm. The coach fare will be £12 per person with admission to Kew at £7-50, a special price for a group booking. **This will be on a first come basis.** To book your seats or to ask for further information ring me on 01749 342671. **Brian Baker.**

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

Phone - 0117 964 6818

J. Kim Siddorn, 9, Durlleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.