

# CRANKING

*The Wessex Stationary Engine Club's Monthly Newsletter*

January

2012

\* Thirty fifth year  
of publication

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

## From the Sump

I've got a Watermota K1 and a K2 and was contacted the other day by someone wishing to buy the K1. They'd found and restored an early 20's motor launch and it was fitted with a K1 from new. My engine was a remnant of the first time I was interested in stationary engines back in the 70's and had been sitting on the back of my bench all this time. Pulling it blinking into the light of day sowed that it was more or less as I remembered it but sans piston rings. Google being a friend, I soon found a company in Somerset – Cox and Turner, Huish Farm, Yeovil Road, Tintinhull. Yeovil. BA22 8QL. They have stocks of rings but can also make them if required. Things are ongoing, but they are pleasant, friendly and responsive.

While I was at it, I thought I'd look at the K2. Although it is quite a big lump, it isn't very heavy being a twin two stroke and as it is a marine engine, it has a great deal of copper and brass to shine up! I bought it seized and have been pouring Plus Gas into the cylinders for some time. They must be nearly full by now ... ;o)) It is still as solid as when I got it, but it is Butane time soon. It was a bit depressing actually as every nut and bolt appears to be solid, but I once took to bits a CB250 K4 Honda that had been in Bristol Docks for a month. Now that really was solid, but after a lot of washing and cleaning, it went back together and ran just fine.

It occurs to me that we must have people amongst us who can undertake machining on a small scale, fix dynamos etc and the trouble is – as ever – knowing who to ask! How many times have you paid through the nose to get a professional to make you something only to have a mate say "You should have said – I'd have done that for you." If you are interested in providing a service – no one is looking for something for nothing either! – I would be delighted to advertise it in these pages, much as I do for club member Martin Dry from time to time. No charge ...

Are you a collector of unusual but somewhat related stuff like spark plugs, oil bottles, garage signs, old electronic test equipment? Why not let over 250 people know for free? Just let me know. I like old reel-to-reel tape recorders and I'm on the look out for reels of tape, especially on 8.50" reels. Please give me a ring or collar me at a meeting.

## Moving the Metal

### For sale

**Petter**, 1926 1.5hp patent safety petrol engine. Restored and on hardwood trolley. Full history – ready to rally. £600 ONO. AND I have various mags – give me a ring.

**Lister 'A'**, 1934, 2.5hp, tank cooled. Restored & on hardwood trolley. Full history – ready to rally. £450 no offers. All the above - Eric Gay 01225 754374

**Pair of strong aluminium runners.** 5'10" X 5" £25.

Phone John Emery 01761451665

**Flat bed braked trailer** with headboard. Low load bed 4ft 6ins wide by 8ft long. With ramps, winch & rear steadies. Nearly new 165x13 8 ply tyres & spare. Sufficient for Lister L type on a proper trolley! £200. More details, phone Graham. 07843 583855.

**International**, M type, LT, 3HP, 1920, £450.

Tel John: 01225 340432 or email

wjohnfire@virginmedia.com.

**Slate switching board** by Nevill, 38" by 28". 6" brass cased instruments. In totally unmolested and unrestored condition. Photos available by e-mail. £350 ONO. (Note price reduction!)

**WW2 Lauson engine** driving small compressor. Unusual little unit with underslung petrol tank and diaphragm pump. Restored. On steel frame ready to rally. £80 OVNO.

Both above. phone Kim Siddorn 0117 964 6818

### WANTED

**No. 52 Steel Detachable Chain** as used on conveyors. Looking for 10 yards, but any quantity will do. Phone Gerald Atherton - 01934 852670  
**Stuart Turner R2Y** cylinder side plate with "STUART" cast into it.

Phone R. Champion 01275 892944

**Tilley lamps** – WHY?

Phone John Ivens 07812 385536

**Vincent** industrial engine powered compressor.

**Pultra lathe or parts.** 1510 Or 1710 considered.

**ABC engine.** Particularly 1915 250cc Firefly but anything considered.

**B T-H Competition magneto.** For my cammy Norton. Anticlockwise from the points end. Thick base preferred although not essential. Good price paid for the right magneto!

Above, phone Kim Siddorn 0117 964 6818

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, Durleigh Close, Bristol. BS13 7NQ or by e-mail to [kim.siddorn@blueyonder.co.uk](mailto:kim.siddorn@blueyonder.co.uk).**



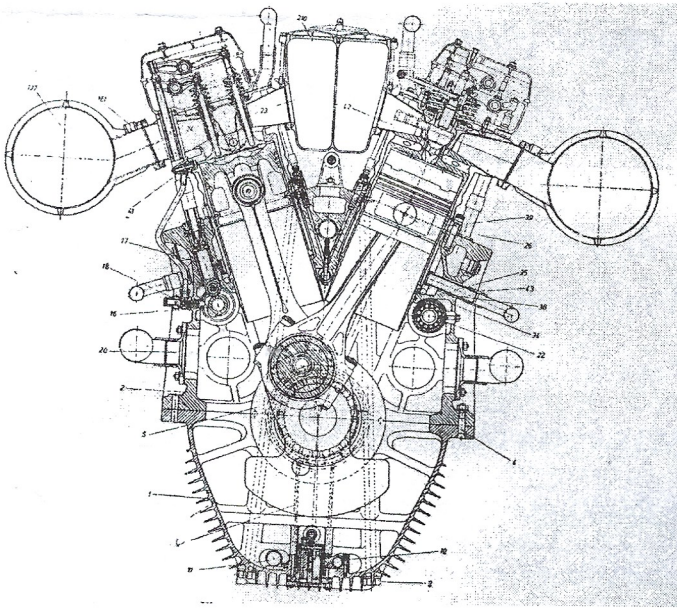
## Featured Engine No. 61

by Kim Siddorn

The Mercedes Vee20 E-boat engine

**E-boats** (German: *Schnellboot* ("fast boat") or *S-Boot*) was the designation for Motor Torpedo Boats of the German Navy during World War II. It is commonly held that the *E* stood for *Enemy*.

The E-boat was a very fast vessel, able to cruise at 40 or 50 knots, and its wooden hull meant it could cross magnetic minefields unharmed. It was better suited to the open sea than the American PT boat and the British Motor Torpedo Boat (MTB) and had substantially longer range - approximately 700 nautical miles. As a result the Royal Navy later developed better matched versions of MTBs using the Fairmile 'D' hull design.



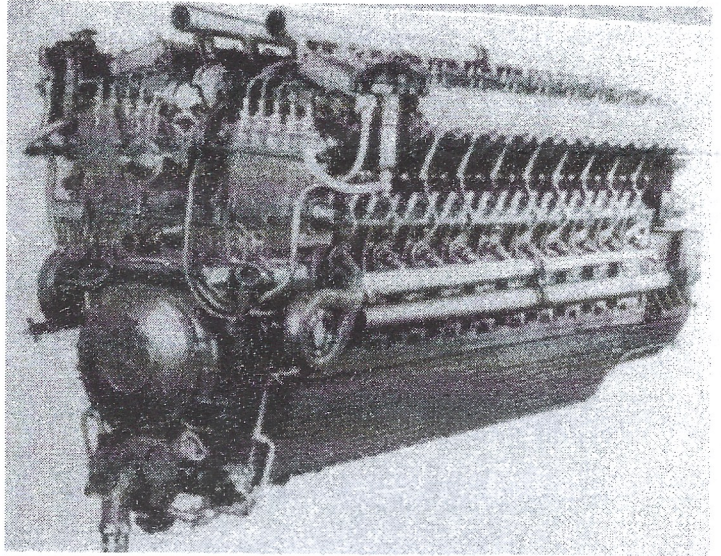
Schnellboots were driven by three Mercedes Vee 20 engines having an output of around 1,800bhp each. The British MTB was initially fitted with Packard engines, but Vosper's marinised the much lighter ubiquitous Merlin and these more compact eight foot long units were more than a match for the Mercedes-powered craft, the engines of which were about fourteen feet long!

There were four valves per cylinder with the combustion system in a special form of antechamber. There were four Bosch fuel-injection pumps, two mounted at the forward end of the engine and two at the aft end; each pump supplying five cylinders. The main framework of the engine was of light alloy and is split on the crankshaft centre line; the cylinders, each separate in early models but cast in block in later units. Early units were of steel with welded-on water jackets; cylinders and heads are of unit combined construction. In order to keep the cylinder centres as close as possible and maintain the necessary rigidity in the long crankshaft very narrow roller main bearings were used. The crankshaft itself was hardened and fitted with balance weights and the rollers for the main bearings operate between the hardened

crankshaft and cages in the main framework of the engine.

The induction was supplied by a centrifugal supercharger mounted at the rear end of the engine above the gear-box. The air passed through an intercooler before it reached the engine. Blower pressure varied between 7 and 9 PSI dependent upon type.

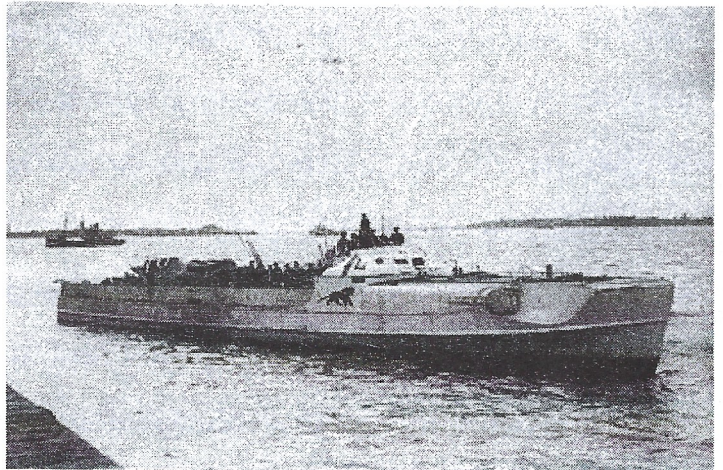
Indirect cooling was of course used and a special water pump was used that could operate in either direction. The coolant passed through a heat exchanger where it is cooled by salt water.



The engine was arranged for direct reversing and was equipped with camshafts that could be moved axially by compressed air when the necessary timing changes were required.

Air Starting was utilised as on most big Diesels, admitting compressed air into some of the cylinders at 60° after TDC.

These narrow angle twenty cylinder engines were very reliable and ensured that the Schnellboot was difficult to catch. Although some seventy feet long, they were of shallow draft and could get in and out of small estuaries with ease.



An E-boat flying the white flag, after surrender at the coastal forces base HMS *Beehive*, Felixstowe, May 1945



## Calendar of Events

Key. CN = Club Night. CU = Crankup E = Event

**Feb 12<sup>th</sup>**. E. **Selwood Sortout** at Zeals Airfield on the B3092. (*Take the Mere Exit off the A303 and follow Signs for Stourton House & Stourhead. Post Code BA12 6QD*)

**Feb 27<sup>th</sup>**. CN. **Annual General Meeting**. 8.00pm at The Court Hotel. There will be a FREE buffet. Please do make an effort to attend & have YOUR say in the club's business

**March 3<sup>rd</sup>**. E. (Sat) **Wessex Spring Sortout** at Cranmore Station Yard.

**March 26<sup>th</sup>**. CN. **WW2 in banknotes** - invasion, occupation, liberation by Jonathon Hockedy

**March 31<sup>st</sup>**. (Sat) E. **Tractor & Engine Jumble**. Langley Farm, Bampton, Oxfordshire, OX18 2RZ.  
Sellers £20 Buyers £4 Per Person

**April 1<sup>st</sup>**. (Sun) **Sammy Miller's Motorcycle Museum**. Spring Trip. Drive yourself, Bashley Cross Roads New Milton BH25 5SZ.

**April 9<sup>th</sup>**. E. Easter Monday at Mells.  
Contact Robin Lambert 01373 463526 if you want to attend as space is always limited

**April 21<sup>st</sup>**. (Sat). **Spring Enstone Sale**.  
info: Anne Harris 01367 810415

**April 22<sup>nd</sup>**. (Sun) **Crank up** at Nunney Catch transport café

**April 28/29<sup>th</sup>**. E. **Westbury Transport Gathering**, Bratton. Details from Keith Miller, Avalon, 87, Warminster Road, Westbury, Wiltshire. BA13 3PJ

**April 30<sup>th</sup>**. CN. "My life on the River Severn" by Chris Witts

**May 26/27<sup>th</sup>**. **Selwood Rally**. Southwick, Nr Trowbridge BA14 9RH. Forms from Mrs Pearl Francis, 45, Stonebridge Drive, Frome, BA11 2TW.  
<http://www.selwoodvintage.co.uk/page6.html>

**May 28<sup>th</sup>**. CN. "The Longleat Rallies" by Stuart Ashman

**June 9/10<sup>th</sup>**. **West Bay Rally**.

**June 16/17<sup>th</sup>**. E. **Wessex Midsummer Vintage Gathering**. Our club rally at Semington.

**June 23/24<sup>th</sup>**. Event. 28<sup>th</sup> **1000 Engine Rally**, Astle Park.

**June 25<sup>th</sup>**. CN. "Mary Rose". Talk on the Tudor warship by Bill Moore

**July 21/22<sup>nd</sup>**. E. **West Oxen Steam & Vintage Show**. Ducklington, Whitney, OX29 7TY (*junction A40/A415*)  
Info: Anne Harris 01367 810415

**July 29<sup>th</sup>**. (Sun) E. **Haynes Motor Museum**. Mini rally at Sparkbrook. BA22 7LH. (*Subject to building work being completed. Details later*)

**July 30<sup>th</sup>**. CN. **Crank Up** at the Court Hotel.

**August 20<sup>th</sup>**. CN. *Early because of bank holiday*. In house quiz.

**Sept 24<sup>th</sup>** CN "Engines at the 1000 Engine Rally" by Kim Siddom

**Oct 6<sup>th</sup>**. (Sat) **Skittle Match** at South Parade club, Frome.

**Oct 13<sup>th</sup>**. E. **Wessex Autumn sortout** at Cranmore Station Yard.

**Oct 29<sup>th</sup>**. CN. **Other Hobbies evening**.  
Bring stuff along to illustrate a table display or talk about it!

**Nov 12<sup>th</sup>**. (Sat) **Autumn Enstone Sale**.  
info: Anne Harris 01367 810415

**Nov 26<sup>th</sup>**. CN. **Photo presentation** by the members. Bring along ten photo's or slides. Prize for best effort.

**Dec 2<sup>th</sup>** (Sun). CU. **Antifreeze Crank Up** at Nunney Catch.

**December** – No meeting this Month.

**Dec 27<sup>th</sup>**. CU. **Mince Pie Crankup** at The Court Hotel

All events are listed in good faith. You should always ascertain if an event is taking place before you go. If in doubt, ring Brian Baker on 01749 342671

## Social news

By Earwig

Our Earwig sleeps on, no gossip, no rumours. Must be winter time!

**Eric Gay** would like me to that he can thoroughly recommend Nova Cast, Station Approach, Melksham, Wiltshire. SN12 8DB. 01225 707466 if you need a casting or pattern made. Further, if you need a nameplate in etched brass, Eric recommends Diane Carney Nameplates, "Springfield". Ackenthwaite, Milnthorpe, Cumbria. LA7 7DQ.

## Chairman's Report

by Brian Baker (*printed as received*)

The last event of 2011, the Mince Pie crank up was a huge success. There were 25 engines on display with a lot of members turning up as visitors. I would like to thank all the members who turned up, with or without engines to support this popular event in the Wessex calendar. I spent about 4 hours on Boxing Day cooking roast potatoes and sausage rolls; these were then taken to the crank up and handed over to Eric who had a generator and a microwave oven in his van. During the morning Eric heated the potatoes, sausage rolls and mince pies and handed them around to the members, these were supplemented by sausage rolls and mince pies supplied by the landlady Sue, who declined any payment for them. I was busy taking membership renewals as Robin and Jackie were away for the Christmas. The bar was busy with drinks, coffees etc, and around one o'clock we had the raffle, with a lot of prizes on offer the raffle was really well supported. I would like to thank the generous members who brought along some of the prizes, and I would like to thank Christine Rogers for selling the tickets, these raffles are important as they represent quite a large portion of the clubs income throughout the year. After the raffle the members loaded up their engines and headed for home. This is a super venue for this sort of event and the club owes a lot to Sue the owner for making us so welcome and supporting our cause.

The date for the visit to Sammy Millers museum published in the programme is wrong; it should read Sunday 1st April. If members who are going, meet up at the museum around 10am, we can probably get a discount on admission prices. The cost is adult's £5-90, children under 16 £3-00. The address is Sammy Millar Museum, Bashley Cross Roads, New Milton, Hampshire. BH25 5SZ.

I would like to remind members that subscriptions are now due, if you have not renewed yet please remember you are no longer covered by insurance and also your newsletter delivery will cease.

The AGM is on February 27th so let's have a good turnout again as we had in 2011, We are having a buffet again as that proved very popular with the members who attended. So turn up and have a feast.



## Mince Pie Crank up

By Eric Gay

The last Event of 2011 and I set off for the Court Hotel at about 8-45 thinking I will be there before to many turn up. How wrong can one be as when I arrived it was very nearly a full house, a few more of our members turned up as the morning wore on and we had a display of 23 engines. It was a good job I did not bring an engine as I would never had time to run it! It was one of our best Christmas crank ups for some years I don't know how many people did turn up but it must have been around 50 or so.

Well it was about 11 o'clock when I put me pinny on and fired the micro-wave into life, mince pies sausage rolls, big & little and the top of the range roast spuds, all this was supplied by Brian and talk about feeding the 5,000, I reckon we could have.

Then came our host from the Hotel Sue with trays full of very very nice mince pipes, now 'tis a thing I do not care for too much, but the pies from the Court were something else as the saying is, I had two but don't tell anyone or they will be saying I be putting on weight.

I don't think any one went home hungry.

We had a very good time with a very varied display of nice engines and with the grand raffle in the hotel we all had a very enjoyable morning. Well, that is except two new members: one got well and truly lost and could not find the Court Hotel. The other arrived at around 1-30 after being told by he who was lost that it started at 2 o'clock. All I can say is better luck in 2012 and we will keep you both an extra mince pie to make up for you missing this years event!

## My Mate Old Deadly

By Eric Gay

Tiss some time ago that I told you anything about my old Mate Deadly, he now add is first old engine. A rusty lump of iron in the form of a Ruston P/T and 'e reckoned it cost him a lot of money. The first bid at the collective sale at Semington, across the road from the field we do use now for the. The bid were a tenner & old Deadly went mad and bideleven. No one else said a word and old Deadly had 'is first engine.

Now twer a case of getting it to run and the weekend after the sale it were dragged outside, petrol in the tank, turn on petrol which ran out the float bowl! The boy were a bit handy with a spanner and that this was soon put right. Now 'e told we boys that 'e add no hope at all that it would start, but believe it or not it fired on the first swing and was running on the second.

Ur indoors add to come and have a look, and she reckoned she add to get

him a drop of brandy to calm im down he were that excited! Now twer a case of making a trolley, cleaning all the rust off and a coat of paint or two or three.

Old Deadly now started to ask around at shows and rallies about how to get an entry to join in and were can I find out about me engine, He was led to Ray Hooley of Ruston fame, got info, got transfers, got instruction book, ect. so 'e were set up.

Old Deadly heard about an engine club, and thought it might be a good idea to join and see what others with the same old lumps iron got up to at weekend and the

like. After 'e joined the club, 'e just got worse and worse and Ur Indoors and Big Sister, they were now quite sure the poor lad had lost the little bit of sense 'e had. They tried to get him to go to the doctor or seek therapy but 'e just would not heed their warnings.

Old engine ittiss had got Old Deadly and try as they might it t'wer too late to get 'e cured.

He took the Ruston to quite a few events but unknown to any he secretly wanted something bigger and better. After a lot a looking, it came in the form of a gurt big 1919 Petter 8hp Junior Safety Oil Engine. Now this was a real engine that was in need of a great deal of work and it took the old lad about two years to get it up and running, and his pride and joy won him the best engine at the Longleat Rally way back in 1985.

Now Old Deadly wrote a article for the magazine they engine blokes do buy with photo's and t'wer in the news letter they do have in the club.

It were around this time that some dear soul put is name forward to join the committee of the club, Ur Indoors went up the wall, saying he never would be able to cope and now she were totally convinced he had gone completely mad. About thirty years later 'e be still as daft as ever an still a member of the committee, and doing a bit to help a Children's Hospice.

Now I went round his house to'ther day and 'e do say to I "Come and ave a look at me new work shop", and t'wer a proper job. I was green with envy, lathe, drilling machine and a bench covered with bits and pieces 'e were working on for his mate. He reckoned 'e did more for others than 'e did for himself. But I don't know, for then 'e did show me two new engines 'e were working on for himself. One were a Fuller and Johnson, t'other were an Alamo, both American hit and miss engines and the Fuller was well on the way to be up and running. But 'e do reckon that the Alamo is a right mess and although a great deal of work has already been done it's going to take quite a bit more as yet, new piston, new main bearings, new big end and this was just for a start.

Old Deadly is going to cast all the new bearings and make all the new pins, bushes etc. But 'e said I ain't going to tackle the piston. The casting and pattern cost a small fortune and I can't afford to Bu\*\*er that up. That were all in the workshop - the garage were full of other engines, mills and dynamos Ur Indoors said I could buy a couple of his engines if I had a mind to and I tell thee they be nice bits 'o kit. So if you're in the market, give the old boy a ring you all know is number by now. One other thing he's got to do is have the Ruston in the workshop and take it to bits as the valves want seein' to. It will be the first time that it has ever been apart since he bought it all those years ago.

As we were having a chin wag, 'e told I that he were going to do a full article for some magazine or other on the restoration of the Alamo, I said ain't you got enough to do? 'e said it do keep the mind busy and stops I going down the pub!