

BJB

***** OLDLAND SHOW - SATURDAY 28th AUGUST *****

This was to be my first visit as an exhibitor to this event which was located on a huge neatly mown playing field east of Bristol.

On arrival at 9am most of the stationary engines were in position, around 30 in total and strangely a large proportion were Amanco's, but one engine here that really caught my eye was a little vertical 1hp Novo which was direct coupled to a small well pump and although the pump wasn't original it never looked out of place and any collector would be pleased to have it in their collection.

Neatly positioned around this large field were lots of vintage cars and motorcycles and a display of hot rod cars with their bonnets up displaying huge multi cylinder engines all beautifully cromed and cleaned.

A large curtain sided artic trailer had on board a band called Revival that were playing music from the 50s and 60s and when they stopped playing a clown entertained all the youngsters. In the ring several events took place, one of which was a wild west shoot out that took place in a mock western township, and at the far end of the field several neatly old style white canvas tents housed soldiers that looked like they were straight out of the American civil war, this looked most authentic with small smoking stoves, tin plates and cups and even an operating theatre for the company's surgeon. I spoke to the surgeon and asked him if he had a steady hand when doing operations and in a Welsh accent he replied 'Usually but a few whiskies before hand helps'. Two large marquees here held flowers and produce plus crafts and around the fields perimeter dozens of small charity stalls were selling plants and all the bric a brac items we like to look at.

The public attendance here was huge with an entrance fee of £4.50 several thousand must have passed through the pay gate and an almost continuous queue of public filed past the stationary engine for most of the afternoon. Jackie & I had a great day out here, thanks to our section organisers the Bristol & South Gloucester Stationary Engine Club

Robin

OBITUARY

The death has occurred of Cecil Giblett of Street. Cecil who was in his eighties never recovered properly from a fall earlier in the year which resulted in a broken hip. He has been in hospital ever since, where on Wednesday 15th September he sadly passed away. Cecil was a member of the WSEC for a very long time and attended all the Wessex events and meetings. I shall always remember him for his cheerful disposition and his dry wit. He was very skilful at coaxing an old engine into life and making parts no longer available. I, and I'm sure a lot of you will miss him at future events. Our sympathies and condolences go out to his family and friends. BJB.

<<<<<<<<<<< CONGRATULATIONS >>>>>>>>>>>>>

The club would like to congratulate our Junior Reporter Jonathon Hockedy on his recent exam results. Jonathon achieved 9 A's, 4 of those with stars, and 2 B's. He was particularly pleased with the B's as one of these was for math's which isn't Jonathon's favourite subject. I'm sure Jonathon must be really pleased with the results of all that studying, and his parents must be really proud of his achievements, we certainly are. Well done Jonathon.

I would like to inform members that long serving member Derek Watts is really ill with a serious illness. Derek is at home being looked after by Dot. I'm sure Derek would appreciate any letters of support from the many friends he has made over the years exhibiting his engines and motorcycles.

Book Review

“The Lister D Story”

by David W Edgington

In an engine club of over three hundred paid up members, there cannot be many amongst us who are not the proud owners of one or more of the 240,000 examples of what surely must be the best small power unit ever built – and built locally too. I refer of course to the Lister D-type produced between 1926 and 1964 in a subtle variety of forms. The author of his latest book on the subject, none other than WSEC founder member, David Edgington, whose name will be familiar to readers of Stationary Engine Magazine for his monthly article ‘Engine Torque’, emphasises all through the book that not all D-types are the same. He then proves his statement by analysing the various spec numbers from 10 to 28, all the variants and prototypes such as the Ricardo involvement, the rotary valve, the diesel, kerosene engines, and many others. One chapter alone deals with the Bruston lighting sets, another with flywheel variations for special customers and specific purposes. The book details the constant small changes made during the production run of nearly forty years including the magnetos, fuel tanks, cylinder heads and touches briefly but necessarily, on the D’s first cousin, the F-type.

The book, compiled using the production day books of the Lister works and later on in the volume by using sales ledgers, contains some of the customer’s names and destinations around the world and which make fascinating reading. Many facts came from ex-employees of the Dursley works whose memories were invaluable. This is a book which no self-respecting engine man should be without, if the engine woman in your life is stuck for that elusive Christmas present, then this book could be the very thing and will be bedside reading and useful reference for years to come. It contains fifty eight pages of quality paper packed full with hitherto unknown D type facts between its attractive glossy covers and is well illustrated with many photos of exceptional clarity from the camera of, amongst others, our well known club member and photographer Philip Thornton-Evison.

Buy this book, read it well and like myself, you will find yourself walking around the next rallyfield examining the plethora of D-types on display and thinking “not all D-types are the same.....”!

“The Lister D-type, 1926-1964” by David Edgington, is available from his address in Stationary Engine Magazine for £11-50 incl p&p. Again I say “buy it”, fifty were easily sold at the Lister-Petter Rally this year in two days. If it doesn’t go to a second reprint, you will certainly regret not having it in your bookshelf.

Eric Brain

***** **THANK YOU** *****

Bill and Marg Appleby wish to thank their many friends in the WSEC for the get well cards and best wishes received. It was much appreciated. Thank you all very much.

CLUB SKITTLE MATCH

Club skittle match and social evening and supper at Butler & Tanners Social Club Caxton Rd Frome, Saturday 2nd October from 7-30pm onwards. Large car park opposite the social club. Fish & Chips or Chicken & Chips at £2-80 available but you must place your order with Tony or Diana on 01373 464982 or go hungry.

THE HOLCOMBE CRANK-UP AND CAR BOOT SALE FOR C.L.I.C.

Tony and Diana would like to pass on a vote of thanks to all club members who helped set up the site on Saturday evening and again on Sunday morning, and to all who attended on Sunday to help make it a great success. We raised £268-67p out of which we had to pay Holcombe Playing Field Committee £10 towards the toilets etc. So we were able to send £258-67p to Mrs P Dain (C.L.I.C.) at Weston-S-Mare.

Tony Davis

For some years now Jackie and myself plus lots of other Wessex members have been making the long trip to Cornwall to attend what must be one of the UK's top major events, for a few days before embarking on this long journey in the back of my mind this year were thoughts of what condition the site would be in following the dreadful storms that had lashed Cornwall and caused the harrowing Boscastle devastation a week or so previous. Our journey made and after arrival at our campsite I learned that several W.S.E.C members had to be towed into the site as conditions were grim, on Saturday morning I parked outside of the event to see exactly what the conditions were like. I discovered that the usual enormous flat field that was normally the rally field was this year to be used for car parking and the next adjoining field was the actual rally site, this field has a long gradual slope from top to bottom and the exhibitors were being towed down hill through huge ruts made by massive tractors and diggers, many lower vehicles sliding on their floor pans. The show organisers must have had some hard decisions to make as to whether the show must go on or to cancel and they certainly didn't take the easy way out.

Not wishing to put a big damper on this report I must say that most of the field could be walked around in shoes and there was still a lot here to see, wood sawing demonstrations by steam took place and quite a large contingent of military vehicles managed to cope with the wet conditions as most had all wheel drive, several steam cars could move around easily as their motorcycle size wheels hardly left a mark on the grass, the stationary engines, this year were placed in large pens with steel barriers as fencing, I must admit it looked a bit like the exhibitors were in jail but chatting to engine steward Chris he said it was must easier to erect than posts and ropes as the sections just slotted into one another. I must admit I declined to be towed in, and I know I let the section down but that was my choice.

With a few engines missing there was still a lot to be seen and one engine I hadn't seen before was exhibited by W.S.E.Club Cornish member Kerwin Harris who brought along a Sylvester Engine that Kerwin felt was badge engineered as it looked very similar to a small Amanco.

The craft tent was well supported by exhibits but the model tent was noticeably down on entries as many bare tables were in the marquee, but amongst what was there, was an eye catching working Meccano model of a old binder that would have been pulled behind a tractor. The fairground had some nice rides in operation and good food vans were scattered around the field. It was obvious that all sections were down on exhibits, I counted 18 commercial vehicles but 77 were in the programme, the local radio Cornwall did not help this event very much as they forecast dreadful weather over the weekend in fact Saturday was sunny and bright with Sunday overcast but dry, so how wrong can you be.

A good public attendance this year would have put the organising society in good stead for next year as it's their 50th anniversary and no doubt they had made great plans. I do hope that next year the weather will be kind and support forthcoming as they certainly deserve it.

Robin

EVENTS FOR YOUR DIARY

SATURDAY OCTOBER 2nd. Skittles and Social Evening at Butler and Tanners Social Club, Caxton Rd Frome. See separate advert for this event.

SATURDAY OCTOBER 23rd Autumn Sortout at Cranmore Railway Station. 8am onwards. Pitches £5. Buyers £1. Cafe open for refreshments.

MONDAY OCTOBER 25th Club night at the Old Down Inn. Guest speakers Smith and Lambert. Beyond Down Under. Usual raffle.

***** BIRTHDAY GREETINGS *****

Many happy returns of to day to the Adlam family from Bath. Belated wishes to Dave who had a birthday on 2nd of September. Best wishes to Pam who celebrates the big 60 on October 22nd, and a really happy birthday to little Jade who is one year old on the same day as Pam's birthday. What a hectic day that will be for the Adlam clan.

DIARY OF THE CHAIRMANS WEEK LEADING UP TO THE RALLY

Sunday August 8th. Go to Yeovil shopping, visit Comet and Curry's for raffle prizes. Monday August 9th. Collect trailer and go to Clutton at 6pm, A good workforce turns up. We collect all the kit from the farm and we have all the stakes, ropes and pegs in place by 9pm, this is the first time in the history of the club we have set the rally up in one night, well done chaps. Now back home and put my feet up with a nice glass of red wine. Purely for medicinal purposes as my doctor tells me it is good for me. Tuesday August 10th, after work, a quick tea, then on the computer, it's time for that damn newsletter again, a week early this month because of the bank holiday. Wednesday August 11th, a visit to L&F Jones Cash and Carry at Radstock to purchase beer glasses, sauces, etc for the BBQ on Saturday. Then a repeat of Tuesday back on the computer doing the newsletter. Thursday August 12th. Get the 6hp Petter and Oliver's Lister D out of the engine shed, clean up the paint work and brass ready for the rally. Load them on the two trailers. Put the Petter in the workshop ready to roll and I take the Lister home. Thursday afternoon go to Wells and buy the rest of the raffle prizes and the onions for the BBQ. Thursday evening I collect the sausages and burgers and rolls which my daughter gets from the wholesalers that supplies her cafe, these are sold to the club at wholesale prices. Go home and put them in the fridge to thaw out, adverse comments from my wife because there is no room for her yoghurts, I tell her our sausages are more important. Friday August 13. (My god look at the date its Friday the 13th, I think I'll go back to bed.) 8-30 am, off to Walton Nr Street to fetch the barrel of beer from the Moor Brewery Co. This works out at 80p a pint, my local sells the same beer for £2-20 a pint, not a bad mark up is it ?, and believe it or not the WSEC are going to give it away. At 11am I attend a friends funeral who has died of cancer at 58 years old. I do not like attending funerals and it hasn't exactly made my day. Back from the funeral I change and have a bit of dinner and then down to my workshop to collect the 6hp Petter which is loaded ready to go, then off to Clutton. Already some engines and exhibits have arrived. I find the space I want and unload the Petter and sheet it down. I stayed until about 4pm sorting out various problems and then leave for home as I want to go to the speedway at Highbridge. When I get home I peel and slice about thirty pounds of onions for the BBQ, more comments from her indoors about onions stinking the house out. Later Colin, Justin and myself depart for Highbridge, just before the speedway arena is Rich's Cider Farm, I call in and collect the barrel of cider for the BBQ. Saturday 14th August. The big day is here. 7am. Load the car with all the raffle prizes, the raffle drum, sacks of charcoal, the cups for the engine judging, etc etc, I connect up the small trailer with Oliver's D on board and Henry, Oliver and myself set off for Clutton. When we arrive we set up Oliver's engine and get the two engines ready for running. The next job is to assist Robin and Gordon to erect the brilliant marquee that Gordon and Jackie so kindly loaned us in case it rains on the Saturday evening. Gordon had a plan of the tent which seemed to have dozens of different poles and fittings, it's just like putting meccano together said Robin, I soon found out he had never had a meccano set himself. Anyhow we soon had it up and ready to use. My next job was to display all the raffle prizes on a trestle in the tent so the members could see what they were getting for their money. I got the engines up and running, cleaned and displayed the trophy's, sorted out someone to run ring events, got Tony Davis and young Jonathon to judge the engines. I left the rally field at 4pm to go home, have a shower and a bite to eat and load the car with the goods for the BBQ, the barrel of beer and cider, sausages and burgers, rolls, beer glasses, sauces, pots and pans etc etc, there was hardly any room left for the two boys, but somehow we managed to squeeze everything in. Back to the rally at approx 6-30, Martin and Co had already lit the BBQ and it was progressing well. I unloaded the car and set up the two barrels, now for the dodgy bit, how to get the tap in without wasting all the beer, with the tap in place and with a heavy lump hammer in my hand I gave it an almighty wallop and in it went without spilling a drop, this raised a cheer from the BBQ gang. The cooks arrived, the punters arrived, and everyone seemed to enjoy the evening. The food disappeared, the beer and cider disappeared and Brian Munt entertained everyone with his Punch and Judy show. We presented the engine winners with their prizes and had the raffle at around 9-30 and about 10-30 I shut the generator off and myself and two very tired boys left for home, with Oliver over the moon as he won the Junior Shield with his Lister D. Sunday 15 August. Up early again, collect the auction sheets and the glue to stick the lot no's on. Only Oliver wants to come today, so off to Clutton. Prepare the engines for another days running, prepare to set up for the auction. Goods start arriving early. I take the details and Oliver sticks on the lot no's. We end up with around 60 lots, with goods ranging from books to bicycles. The auction started at 11am with Oliver ringing a large fire bell supplied by Robin, Oliver thought that was great fun. The bidding was brisk and most of the lots sold, it was then back to the engines for a glass of cider and a short rest. I left the rally field early at around 4pm as I had two cups to collect at the Mid-Somerset Show for winning the Shepton Mallet in Bloom award for the best floral display also for the best fuchsia, this was for the third year running. Monday 16th August. On the

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computer again typing out some "flyers" advertising a club visit to a coalmine, then into town to get them photocopied. Back to the computer room again to write this article before I forget all the details. 6pm off to the rally field again to help collect all the stakes, ropes, pegs, and all the rest of the kit and return it to the store until next year. The Chairmans job will soon be up for grabs, now as you can see from this diary of one week in the Chairmans life there is b-gg-r all to do, so please send in your C.V.'s and we will let you know when you will be interviewed, persons with previous 10 years service as Chairman of the WSEC will obviously have the advantage over other applicants. Please form an orderly queue.

BJB

CLUTTON FLOWER SHOW AND VINTAGE RALLY SATURDAY AND SUNDAY 14th/15th AUGUST

All the factors that make up a good show combined for an excellent event: a large and varied engine exhibit, beautiful weather and a good public attendance. 60 engines exhibited, and they were both interesting and in some cases unusual. Arranged in two long lines on opposite sides of the field, they represented the full range of the hobby. The engines included a trailer-mounted Petter M and dynamos owned by Mr M and D Adlam, Crossley model PH1065 of 1923, and a Villiars Mar-Vil owned by G Champion. It must be said, I noticed a definite improvement in both the number and the quality of the exhibit boards. Ian Skuse exhibited a very interesting French Grues and Besnard crane driven by a stationary engine. Built in 1925, it worked at Winford Iron Ore and Redding Co. And was used to lift red ochre to the surface. It was found in a field in North Somerset, and was exhibited with an excellent folder of photos, original adverts and literature. Once again Kim Siddorn had a fascinating exhibit of electrical equipment, including testing kits, an early auto-pilot gyrocompass, and a battery powered Victorian electric shock machine. One unique engine was the Wilkins Enigma built from scrap by Paul Wilkins, without plans or sketches. Also on show was an interesting hay-making working display with elevator and cutter driven by a John Deere, Powell 5hp and Lister A. Of course the engines were supplemented by a healthy gathering of more than 50 cars, commercials and tractors. The former included a wonderful "rolling restoration," a 1949 Daimler 2 ½ litre drop-head coupe, with coach-built body built by Barkers, and a DB18 engine and running gear, a very stately and impressive vehicle. There were also displays of blow-lamps, various toy and china pigs, and a display of manufactures and trades plates owned by Tony Davis. The flower show included a marquee full of entries of not just flowers, but photography, vegetables, cakes to name just a few. The public were entertained by ring events throughout the day, including the traditional parade of vehicles and dog shows, plus ferret racing, Shepton Mallet Big Band, and many raffles and tombolas. This event was popular with both exhibitors and the public, and was certainly one of the most enjoyable events I have attended this year.

Engine prizes were awarded to:

Best Engine in Rally:	Wilkins Enigma. Owned by Paul Wilkins.
Best Vertical:	Lister J and Climax Pump, owned by F.Foxwell
Best Horizontal:	Ruston Hornsby IP, owned by John Emery
Best Working:	Grues Besnard Crane, owned by Ian Skuse
Best Junior:	Lister D, owned by Oliver Baker
Best Unrestored:	Norman Lion 300 Charging Set, owned by Richard Fox

JONATHON HOCKEDY
JUNIOR REPORTER.

OBITUARY

It is with sadness I have to report the death of long serving member Bernard (Bernie) Sheppard who passed away suddenly at his home in Salisbury on Friday 13th August 2004. Bernie together with his son-in-law Bob was a regular visitor to our crank-up's and rallies, and had a passion for JAP engines of which he had a comprehensive collection. This collection has now been passed to his grandson who I hope will carry on Bernie's hobby and hopefully join our club. Bernie we shall miss you. Our deepest sympathy and condolences go out to Bernie's family.