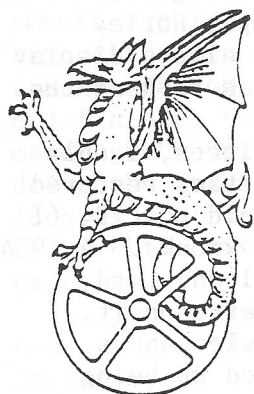


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

JULY 1993

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### LISTER PETTER TYNDALE RALLY 1993.

The conversation went something like this "Sorry Rob, but I can't remember enough of what was at Speech House to make up a rally report". "That's alright John, how about scribbling something down about this rally for the newsletter then". All I can say is that Rob has an answer to every excuse that I came up with (and probably to some I didn't think of at the time!). So any complaints go to him not me. (It's generally known as passing the buck).

Originally intended as a 'one off' event to raise money for repairs to the church it is now in it's third year and has more than doubled in size. This may be partly due to the fact that there is no other rally on that weekend in the area, but it is well organised from the very beginning. The site is overlooked by the Nibley monument and gives a commanding view of the Severn Vale south towards Bristol.

There were 322 engines booked in over the weekend of which 268 were there on the Sunday. (I know, I counted them!). It would not be fair to pick out any individual engines (bar one) as there were so many excellent examples there. From the Lister factory there were examples of A's, B's, plenty of D's and some J.L.M.N. and P types and some diesels. Petters ranged from M's of various sizes and hopper types to a S type which took a great deal of time and effort to get it to run but perseverance finally paid off.

Other makes present were from Ruston Hornsby, Amanco, Villiers, Bamford, Wolseley, Fairbanks Morse, Delco-Light and a couple of Warwick Eagles. Between the engines present there was plenty of pumping, grinding and generating.

Pride of place had to go to a 1926 Ruston Hornsby VC4 engine. It was installed in the Honister Pass, Cumbria where it drove a 550 volt DC dynamo supplying power to the local slate mines. It worked up to 1973 when it was replaced by modern generators. Although still undergoing restoration it sounded magnificent.

The engines were displayed in sections in the orchard, it was a pleasant change to have some natural shade available, as all tents and caravans (apart from the less mobile members of our hobby, who were all along one hedge) were in the next field.

From the tractor lads we had various Fergusons, Fordsons, Field Marshalls, David Brown Cropmasters, Internationals, a couple of Gunsmiths and a Caterpillar crawler. There was also a double engined Fordson beast whose name I cannot recall and we must not forget the two Lister tractors which were adorning the Lister stand.

The car section produced quite a good display of British vehicles before we were overwhelmed by the products of the Far East. There were gleaming examples from Ford, Austin, Rover etc. etc. ... There was also a small display of American classis gas guzzlers which always seemed to have a crowd of youngsters around them.

The steam section had a small but varied display. There was the sole surviving Gibbons and Robinson, a Fowler BBl ploughing engine and a mixture of Rollers, General Purpose and Showmans from Fowler, Allchin, Ransome Sims and Jefferies, McLaren, Burrell and Marshall. There was a rack saw bench and a thresher in operation.

The Military section put out a good display and the more adventurous were allowed to show off there paces on the steep hill. There was a small display of Heavy Horses along with the usual displays, stalls, small fairground and beer tent with entertainment in the evenings.

The Motor cycles (Brian Verrall should be doing this bit) again had on show examples of a once flourishing industry which didn't react to the tidal wave of Japanese products until it was far too late. There were bikes from BSA, Norton, AJS, Triumph, Douglas, Francis Barnet, Royal Enfield, Vincent, Velocette, DOT, Jawa, Ariel as well as a Vespa, Harley Davidson and a Moto-Guzzi and a couple of Morgan three wheelers. There was also a display from the Vintage Cycle Club. The best thing about the motor cycle section was to hear the sound of the bikes as they went off on their daily impromptu(?) road run.

On the Saturday morning there was a small auction of various bits and pieces, I only stopped to see the first few lots go as space was very limited. A early thirties restored Crossley enclosed crank fetched £130, while a 1927 Lister J (restored) was sold to £124 (I was told afterwards that when it was run there could be heard a rather heavy knock). A 1934 Lister L type, trolley mounted and in original condition which came off the local Lord Ducie's estate reached a reasonable £180 but had a very optimistic £300+ reserve on it. There were a few other interesting items (a couple of D types, a Bristol crawler and a threshing drum to name but a few) but it was getting rather warm and I was fed up being pushed around so I left them to it and decided to go and fire up the A type.

And finally, the weather was perfect. If you're still awake after reading this and weren't there, give it a try it's a good rally (well I think so). Rob reckoned he saw at least thirty club members exhibiting so how about some more next year.

JOHN ROGERS.

### MELLS DAFFODIL FESTIVAL

Easter Bank Holiday - Monday 12th April.

This event seems to be getting more popular than ever with stationary engine exhibitors, as over 40 engines turned up to support this friendly little event, in fact it was a bit tight to find enough room for everyone but with a squeeze up here and there and a few engines tucked in with the motor cycles everyone was catered for.

An unusual event is this as the main theme is for visitors to walk around the village and view the masses of daffodils that have been planted, and hopefully support some of the fund raising activities to raise money for the local church. In recent years (this was the 14th) many of the flowers were past their best as a warm start to the year and quite a lot of sunshine brought the flowers out a bit earlier than usual but what was left was still worth seeing.

The main road through the village is closed on the Monday and filled with stalls of all descriptions, this attracts many thousands of visitors and sometimes its quite hard work making your way through the crowds. Good use is made of a large field next to the church, this houses a small fun-fair, plus stationary engines, motor cycles, more stalls and lots of fund raising activities. At the top of this field the English Civil War Society stages mock battles with blunderbuss' and cannon fire, hundreds of royalists try to slay the Parliamentarians but most survive to fight another day.

A report in the local press described the stationary engines as 'a curious display of old steam engines chuddering away on the grass'. (It was written by a lady obviously not yet initiated into our hobby.) A good cross section of engine manufacturers was represented here and if a prize for being enviromentally friendly had been awarded it would have gone to the owner of a little 1½hp Detroit. I'm sure this engine only fired about six times per minute and having chatted to it's owner I'm certain he said he could attend four rallies on a gallon of petrol!! Economy at its best, no doubt due to some fine tuning on the carburettor plus a little Welsh ingenuity.

ED.

OPEN DAYS at Blagdon's Victorian Pumping Station are once again to take place and what a good chance to see the huge 1902 giant beam engines, admission is free and the dates are as follows:- Sunday 15th August, Saturday 28th August and Monday 30th August (Bank Holiday) Opening times are 10.00am to 4.00pm.

### H E L P H E L P .

Linda Pike is in need of any good, clean, un-damaged, saleable bric-a-brac for the C.L.I.C. Stall at the Full Quart Crank-Up. Please help if you can it is all in a good cause. Items can be given to Roger at any meeting or can be brought on the day. Thank you.



SEMINGTON RALLY.

I would like to take this opportunity, through the Newsletter, to pass on my thanks for all the hard work undertaken by the committee and the many helpers which ensured the smooth running of the Club Rally. It is possibly not realised fully that the organisation takes place all through the year with site meetings, correspondence, telephoning, transportation and many other things, and that for some the Rally starts on the Thursday and finishes on the following week sometime. Add this to the commitment for two days manning the gate for example, or the Turkish Bath of a Model tent, to say nothing of doing the ring commentary or keeping the stallholders happy and you begin to get a small idea of what is involved.

While receiving their plaques quite a few exhibitors, both members and visitors expressed their thanks for an enjoyable event so I hereby pass these on also.

Two other acknowledgements are also due. Firstly, to the weatherman, for his kindness in providing nice weather when it could have been so disastrously otherwise. Secondly, to our secretary Anne Carney, for allowing the blonde haired young lady in the brief hot-pants/sun top outfit to gatecrash the rally on the Saturday in search of a mythical broken-down tractor. She certainly boosted the morale of the assembled engine-men in such a way that not even the presence of David and Doreen Edgington could match!

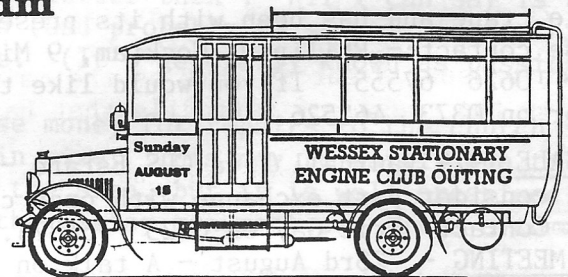
Thanks once more,

ERIC BRAIN.

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We still have some seats to fill on our coach trip to the Black Country Museum on August 15th. If you would like to go please send your remittance to Mrs. J. Lambert, 15 Beechwood Avenue, Frome. Our coach will leave the Old Down Inn, at 7.30a.m. prompt. The cost is £10 per adult, £6 per child under 14, this price includes admission into the Museum. We hope to leave for our return journey around 4.00 p.m.

### **The Black Country Museum**



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### JUNE CLUB MEETING AT THE OLD DOWN INN.

Some 30 members turned out on this very hot Monday evening to enjoy a cool beer and a chat, and as our Chairman Brian Verrall was away, also Eric Gay, it was Eric Brain that opened the meeting. It was going to be just a social chat but turned into a debate about our recent Club Rally at Semington. Members were concerned as to whether it is a 'Stationary Engine Club at all or just a free entry to rally anything.' Another member heard a member of the public say - 'but they are all green, they are all the same'. We as ralliers know they are not, please display your particulars by your engine so that future comments like this do not occur, was the general answer to this problem. A lot of visitors entered our rally but we would like to see more of our members next year please. We said welcome to a new junior member James Selway from Paulton. Some exhibitors passed comments on the 'pens' for the engines, not a popular idea and many did not agree with having to fetch their plaques from the caravan at the end of the rally. It was also suggested that a toilet be placed in the car park if future auctions and car boots were to take place.

The evening entertainment by Mac Barry was very popular and the best we've had. Personally we think it was one of the best rallies the club has put on and a thoroughly good weekend.

Steve Routley took the draw in hand - 1st prize of a garden gnome went to 'ME' - I've nicknamed him Fred. 2nd prize - Swarfega went to Chris Broom. 3rd prize - chrome cleaner for Mrs. Carp. The meeting came to a close at 10.30pm with a few ideas aired. ROGER & LYN PIKE.

ED COMMENTS:- I wish I had been able to attend this meeting to put my comments, so here goes. It has always almost since our club was formed been a debate and talking point amongst our members and committee as to whether we are a stationary engine club or not, also whether we stage a rally for our members or the public, some would like an engine only show, whilst others having spent a long time restoring their engines feel they would like it to be viewed and displayed where more people are going to be about, i.e. rally

The question also used to arise 'we need something for the mothers and children to do while Dad looks after the engine', hence the stall section and amusements were added, plus something to do on Saturday evenings, which of course led to our entertainment, so the next thing you have is a full blown rally laid on by a few dedicated people who work very hard throughout the year to make sure we all have a good weekend. For the stationary engine only fan we have various crank-ups, club arranged and some arranged by club members and regarding members with other machines and vehicles, well why not - I would love a steam roller and if Mr. Littlewood came knocking on my door with a nice big cheque I would be at Semington next year leveling out the bumps in the field. Now let me see, "Jackie" where did I put next weeks coupon????

ED.

#### EVENTS DIARY.

- 1st August - Mendip Crank-Up and Car Boot Sale. Usual Venue at Mendip Garage. Contact Bill Coombes on 0749 840868.
- 14th August - Seend Village Fete - wanted engines, tractors, bygones, car, motor cycles etc. If you would like to exhibit at this event contact Les Warren 0225 707357.
- 4th Sept. - Wellow Flower Show and Country Fair, Wellow, Nr. Bath. Stationary engines. Contact Steve Routley on 0934 822988.
- 13th Nov. - Cotswold Oil Engine & Preservation Society's Annual Auction at Farmors School Fairford, Glos. Sale commences at 11.30am. Small lots first. For further details contact:- Mr. Carl Newton, Caretakers House, Farmor's School, Fairford Glos. GL7 4JQ or telephone Cirencester 712302 (evenings).

#### WELCOME TO NEW JUNIOR CLUB MEMBER MATTHEW KING FROM DRAYCOTT.

FOR SALE Ruston & Hornsby stationary engine stands 4'6" high and is a twin flywheel vertical diesel engine - plate number 1VSH Class VH No. 251440. It was originally installed in a mobile crane and has been with its present owner for the last 27 years. Asking Price £150. Please contact:- Philip W. Cockram, 9 Milber Trading Estate, Newton Abbot, Devon. TQ12 4SG or Tel:- 0626 67555. If you would like to see a photograph of this engine please contact Editor on 0373 463526.

FOR SALE 1979 Vauxhall Viva GLS Estate - 54,000 miles from new, VGC, new MOT - £500 ono. Would consider part exchange with open crank engine or motor cycle - cash adjustment either way. Contact Eric Gay on 0225 754374.

CLUB MEETING - 23rd August - A talk on White Metalling.

#### OBITUARY.

It is with great sadness that we record the death of Gordon Sims on June 28th - the day after Bath Steam Fair, one of his favourite events. He had been with our Club since its very early days, his Bulldog engine a feature at the rallies in the Bath locality. Our deepest sympathy and thoughts go out to his wife Joan and all the family.  
E.G.B.

#### CREECH ST. MICHAEL NR. TAUNTON - 24/25th April.

John and I arrived on Friday afternoon, after a shall we go or not as it was and had been raining all or most of the day. I'm glad we did go because the sun shone from the time we left home until Sunday morning. Even on the Saturday morning exhibitors were arriving and saying haven't you had rain. 'No' why do you ask, well it seemed that everybody had rain except us. I didn't count the engines but there were Listers, Petters, Ruston Hornsby, Wolseley's, Jackson and Bamfords to name but a few. Sunday morning, well what can I say about that, rain started about 6 am with a vengeance. After de-misting the caravan windows at 8 am only to notice Brian Verrall strolling about the site with his umbrella. I think he was looking for early morning bargains, but by mid morning the sun came out and a good day was had by all. I'll say this for the organisers they were soon out with tractors and trailers and bales of straw so that it was easier to get about. Apart from engines there was a display of tractors and motorbikes and quite a few Wessex members.

#### HAZELBURY BRYAN - 9th May.

When we arrived most of the engines were unloaded and the usual greetings were being exchanged. There were quite a few Wessex members there and before you could start up the engines, down came the rain. Most of the covers did not come off until about 12.30 instead of 10 o'clock. A documentary was being made, which is to be shown some time next year on Channel 4, its called 'What's On In Dorset'.

#### BEAR HOTEL, STREET - May 16th.

The R.N.L.I. put on a model display with about 12 engines, 3 tractors and the exhibitors were from a variety of clubs, including the Wessex. It was one of those days when there was a greater display of umbrellas, but never the less, everyone enjoyed themselves.

R. RUSSELL.