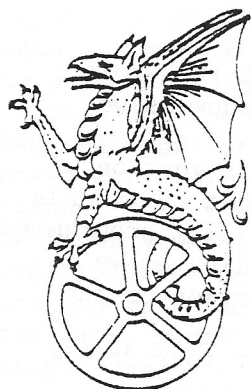


# WESSEX STATIONARY ENGINE CLUB

Bob.



## NEWSLETTER

OCTOBER 1991.

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### THE STOVER ENGINE RAFFLE.

The draw that everyone has been waiting for took place at the Full Quart Crank-Up at Hewish on Sunday 29th September. With a large crowd gathered around the huge rotating drum full of tickets our club President Herbie Gane pulled out the lucky winner, ticket No. 08689 which was Mr. John Gorman of Portlaoise, Laois, Eire. Talk about the luck of the Irish! So congratulations to John on winning this lovely little engine, we have been in contact with him and he is making arrangements for its collection.

Thank you to everyone who supported this mammoth draw and also to all the ticket sellers who without their drive and enthusiasm to sell thousands of tickets this super draw would not have taken place. ED.

### THE WHITE HORSE SHOW, UFFINGTON.

This annual country show in the beautiful Vale of the White Horse near Wantage is always a must in our rally calendar. This year the show was as varied as ever with something for everyone over the whole August Bank Holiday weekend from Vintage and Classic cars to Heavy Horses, from Lawn Mower Racing to Helicopter rides, even jumping off a crane on the end of an elastic band if you were brave or daft enough - at £38 a go...! Good value entertainment for all the family.

This year saw an improvement in the quality and variety of the engine exhibits with a good few WSEC members enjoying (or otherwise!) the very hot sunshine. Reg and Mary Butler welcomed us to the field with a most appreciated cup of coffee just as Dave Clack was unsheeting his Bamford. Messrs R. & G. Lambert - no not the editorial family - had their Fuller & Johnson and Lister nicely displayed while Jim Miller's Amanco ran as well as it looked.

Terry Heath and Keith Reader provided entertainment with their Hartop, Fuller & Johnson, Brownwall and their breakfasts, but Terry's newly acquired little American engine of uncertain manufacture was a reluctant starter. My own entry decided to strike in sympathy; twenty minutes run being all I could coax out of it. Was it the hot weather or does it really not like a fast run up the M4? Perhaps after being a 'sleeper' for some ten years it was enjoying being a 'Rip van Winkle' and slept on despite some rather feeble efforts on my part (and indeed most of the COEPS efforts) to coax it to life. Philip Thornton-Evison and Doug Newton were making copious notes on the situation, obviously good material for their excellent newsletter and Philip's Petter Atomic with its shiny black paint thumped steadily on for both days.

A very enjoyable show as always, time passed all too quickly and we look forward to next years event - perhaps I'll abandon the E-B and take a Lister D.....!

EMERSON BRANTINGHAM.

### S T O L E N.

At the Great Dorset Steam Fair a loo tent belonging to a club member, hard to identify as so many look alike and it cost £30 to replace. This may cause a titter amongst our readers but yours could be next!!!!!! so is it worth marking them i.e. No. "10" or "Dave's little room" etc. ??????

THE GREAT DORSET STEAM FAIR 1991.

by Patrick Knight.

This years Great Dorset Steam Fair was for me the most enjoyable rally of the whole season. A group of us travelled down to Dorset on the Saturday prior to the show as we intended to spend a few days sightseeing prior to the show.

The camp site, one field away from the stationary engine section, was this year on grass and not stubble. While setting up camp (interrupted several times to chat to friends as they happened to pass) Brian Lovell happened by on his Fordson Standard selling programmes. These programmes, not normally available until the Tuesday provided ample reading as we discussed who was bringing what. Later after a meal we were off for an inspection of the site.

Things were highly organised at Dorset, as we left the site each day to do our tourist bit we collected a night pass from the gate security guard. This pass with the vehicles registration and the number of passengers recorded allowed for easy access after dark. People arriving after 8 o'clock p.m. were held in a large compound at the entrance until morning.

To the show - I spent most of the time in the stationary engine, static and working tractor sections so shall comment on these and leave the remainder of the show to Robin! The stationary engines, as always were restricted in numbers but, as the applications are high the section steward "Eric Hodges" has the unenviable task of selecting as wide a range of engines as possible. With the exception any 'special' make, this year it was Petter, there are never more than a few examples of any on make. This year the programme listed a total of 135 engines. This was augmented by several engines located in the various working areas.

Not wishing to bore anyone I shall only comment on a few engines that I found of particular interest. The 1899 Hornsby Akroyd belonging to Dennis Quincey ran faultlessly, as always. Dennis, always on hand never seemed to tire from answering questions about his engine. John and Rose Rogers received many compliments on their 5hp Victoria and Bamford Mill. A large Ruston Hornsby HR diesel, mounted on the back of a lorry was by sheer physical size most impressive. The Hamworthy of A & D Freeman was an early casualty, running a bearing after only a few hours but, a trip home to Bournemouth brought a replacement engine. A.J.W. Van Belkum had travelled over from Holland with a collection of no less than seven immaculately restored engines. Oh yes I almost forgot Bill and Robin, who with their Ruston Hornsby and Delcolight provided illuminations in the stationary engine section up until 10 o'clock each evening.

The static tractors, numbering about 100 were a most impressive sight. Here as with the stationary engines the organiser had selected as wide a selection of makes as possible. These included the more common Fordson and Ferguson to the rarer examples of Caterpillar and Minneapplois Moline. The one tractor that particular comes to mind was however, home made. Built on the lines of an American Avery tractor and powered by a 10hp petrol engine it never ceased to attract an audience whenever started and run.

The working tractor section had set aside a large area in which they were able to play to their hearts content. Each day an allotted section of this was ploughed, harrowed, rolled then ploughed again. It went on like this from morning until it was too dark to see. Whilst most drivers were happy to do their ploughing etc., there were the few "Cowboys" who insisted driving flat out all the time, creating great clouds of dust everywhere.

Possibly the most impressive sight, second only to the line up of Showman's engines was the 'Marshall' display. The organiser Robert Coles, a Marshall enthusiast himself, had gathered together examples of the companies product many of which seldom grace the rally fields of today. There were examples of traction engines, the two oldest surviving engines. Rollers, both steam and diesel powered, portable steam engines, stationary engines and of course tractors. These tractors included the 12/20, 18/30 model M, Series 1, Series 2, Series 3 and MP6. In side the marquee was the largest tractor I've ever seen, a Marshall Colonial Tractor of 40hp. Found in an Australian scrapyard nearly twenty years ago by Major Henry Marshall this tractor was brought back to Britain and fully rebuilt at the companies works.

The Great Dorset Steam Fair is about the only show where the exhibitors of Horticultural machinery are able to play just the same as everyone else. While the hard Dorset soil with its abundance of flints made the lightweight tractor such as Garner, Bristol and Ransomes work extremely hard. Those with the walk behind type ploughs had things pretty tough but, I think they all enjoyed themselves really.

Add to all this the various collections and working displays in this area meant that it was impossible to see everything.



Thank you Patrick for a very comprehensive report and nominating me to cover the rest of the show! As you mentioned it was impossible to see everything and I was on site six days, but with the help of friends in the stationary engine line it was possible to operate 'shifts' between us to look around. I thought the bridge that was erected over the heavy haulage route was a very good idea, thousands of people must have climbed to this high viewing area and having done so would stop and gasp at the magnitude of this event. Four huge marquees housed the craft stalls and exhibits and proved very popular with the public, it was almost impossible to walk through at times as the queues were shoulder to shoulder. I thought the fairground this year was a bit cramped considering the space available, some of the modern major rides were almost touching one another and the safety was a bit lax on the ride entrances a small toddler could easily have walked in front of the apparatus as it whooshed by at breath-taking speeds. The old type fairground once again looked magnificent with the old rodeo switch back, Harry Lee's steam yachts and the super sets of gallopers with their twisted brass shining. The fair was once again fronted by a line of showmans engines that almost stretched out of sight, but I thought the viewing area in front of them was reduced this year by small juvenile rides and rubbish skips of all things, they could have been better placed. I missed seeing the model traction engines creeping around the site, I believe they were stopped in the interest of safety as were the full size engines, but were allowed to use the track provided.

The auction on Friday was well attended with some nice things on offer to suit most tastes and the auto jumble this year was to the opposite side of the field following protests from stallholders about the dust from the roadways. I always enjoy looking at 'how twer done in Grandfathers' day', a super collection of working exhibits with stationary engines doing the jobs that they were designed for. Fine examples of old crafts like cider making, thatching, flint knapping and wall building were spread all around this 500 acre site and in the process of being built by "SH & IT House", Building Contractors", was a wonderful example of that outside loo that once stood at the bottom of everyones garden. It would be interesting to know how many people visited this show and how many visitors are likely to attend next year as it is to be extended to eight days. From an exhibitors point of view a very long time to be looking after a stationary engine. This year Bill and I took over 20 gallons of fuel to the show, imagine having to take 30 gallons! I never actually spoke to anyone who was in favour of such a long event, this even included stall holders, as many folk have their favourite shows to attend over the Bank Holiday weekend. I don't personally believe that any more people will attend the show, all it will do is give them a greater choice of when to go. I wonder how much thought and consideration was given to the thousands of exhibitors who support this event. ED.

#### VISIT TO JOHN DELEY.

While in Cornwall, myself and five other Wessex members made a pre-arranged visit to the home of John Deley engine collector and importer. I have never seen such a wonderful collection of stationary engines under one roof before. We must have looked at fifty or more machines, most of which were American and Canadian manufactured. John gave us a very in depth tour of his collection and he should be congratulated on the way he handles his restoration jobs. Many new castings have to be made to replace worn parts or pieces that are missing and this is undertaken by a local foundry, the parts are then machined by a friend of John's and the engines are then reassembled to excellent working order. Many makes I had never heard of and they come in all shapes and sizes, most were in original condition and John preferred to leave them that way. He had just that day taken delivery of several more from America and had just finished removing them from their packing cases when we arrived. Most of them were for sale but obviously would be more expensive than the English sales because of shipping costs etc. He does own a few English engines for example Blackstones, Campbell and Gardners, but I think his true love is of those from across the 'pond'. A superb evening was spent at his home and our thanks to John and his wife for their hospitality. ED.

WANTED - Allen Motor Scythe in reasonable condition and working order, also small chain harrow. Contact:- Tony Jones on Frome (0373) 465189.

FOR SALE Two Tradesman's bicycles, Circa 1900 and 1940. One made by Elswick of Reading. Both in good condition and restorable. £50 each o.n.o. Reading (0734) 422668.

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N.V.T. & E.C. - GLAMORGAN & GWENT GROUP - VINTAGE SHOW 3rd & 4th August.

Left home at 7 o'clock to travel to Capel Llanilltern (Wales) we were just one day exhibitors at this well supported show. Its always nice going to Wales were you are assured of a warm welcome.

The stationary engine section amounted to 90 odd entries and included Listers, Amanco, Bamford, Wolseley, Fowler, Petter, Coborn and two very nice Jaeger engines. Other items were 20 tractors, a threshing machine built in 1945, two steam engines, a good selection of cars, motorcycles, commercial vehicles and a super collection of brass blow lamps, which I also have started to collect.

If you were tired of walking you could always sit and watch the ring events which included the usual parades plus childrens tractor pull and tractor balancing tests.

After a very enjoyable day with plenty of sunshine it was time to collect a very nice brass plaque, load up and join the traffic jams on the Severn Bridge - will it ever be finished.

Thank you Glamorgan and Gwent Group it was worth getting up early and having a nice day out. See you on your 13th Show.

MARY BUTLER

CORSLEY SHOW - August Bank Holiday Monday

In glistening sunshine and blistering heat several thousand visitors flocked to this ever popular event and once again there was lots to see. A Gymkhana took place at the top of the field with lots of entries doing their utmost to win all the cups and rosettes on offer. Several marquees housed, an auction of household goods and bric a brac, tools etc. other tents were full of goats, dogs, flowers and vegetables and crafts and of course the life saving beer tent which actually ran out of beer by mid-afternoon and only had canned lager on offer but in the heat of the day one would have drank from a horse trough, so we had to be grateful. Lots of ring events took place which ranged from falconry displays to marching bands and a clay pigeon shoot was well supported at the bottom of the field. A nice fairground kept all the children happy while Mum and Dad browsed through the rows of stalls.

Vintage cars, military vehicles and motor bikes were a popular section for the public to browse as was the stationary engine line which had several engines on display and one being a nice little Bamford pumping outfit owned by Adrian Grant who has just joined our club and was at his first show, welcome to the club Adrian. ED.

USEFUL GIFTS AND STOCKING FILLERS FOR CHRISTMAS.

Why not buy him or her a navy blue, good quality, sweatshirt complete with embroidered club logo at only £13.00 each. Most sizes in stock and available from Shirley or Jackie who can post them if required.

Also available are:- Enamel club badges at £1.00 each. Best Leather Bookmarks in assorted colours at 75p each. Best Leather Key Fobs at 50p each. Tax Disc Holders in assorted colours 30p each and Tubby note pads in cases at £1.20 each.

WANTED - Water pump suitable for Lister 'D' to drive. Phone John Hancox Weston-S-Mare 514815.

WANTED - 110 volt DC motor to use as a generator with Petter 3hp engine. Contact Sid Wilson 40 Sarum Drive, Devizes, Wilts. SN10 5AY.

WHATS ON AT THE OLD DOWN INN

NOVEMBER 25th - Illustrated talk by John Kyte.

DECEMBER 1st - Crank-Up plus bring along your bits and bobs if you have anything to sell (Should weather be foul club room will be available for a jug and a jaw).

CLUB SOCIAL EVENING - Saturday 23rd November.

A sixties evening with 'Idle Fret' to be held at the Peace Memorial Hall, North Bradley, Nr. Trowbridge. Food and a bar will be laid on and if you want to park overnight in the hall car park it will be alright. Tickets from Shirley & Jackie at £2.50 each, members children FREE under 12. Guests £2.50 each. Prizes will be given to the best fancy dress, and our usual raffle will take place and any donations to this would be appreciated.

OVERHEARD IN THE LADIES LOO.....

"For months he told me that he was going to meetings of the Green Movement; now I've discovered that he meant the Lister Enthusiast's Club.....!"