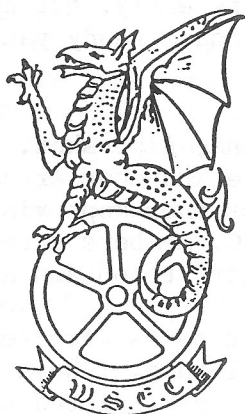


# WESSEX STATIONARY ENGINE CLUB LIMITED

## NEWSLETTER



SEPTEMBER 1994

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### THE 1994 LISTER PETTER RALLY.

It is surprising when you see the size of this rally to think that it is only in its fourth year of existence. The organisers would appear to have got it right from the word go as I have yet to hear any major complaints about the set up, although the location and the good weather previous years has done it no harm at all. The most surprising thing to me is the way the rally has increased in size without losing too much of the atmosphere which you get at the smaller events.

The Saturday can only be described as wet, with conditions underfoot going from bad to worse. The auction threw up the usual assortment of bits and pieces, the only items of interest that I noted (apart from armoured scout car) was as follows: Two Lister 'L' types, a Fairbanks Morse 'Z' and a 1½ Amanco. The condition of these were poor, with the Amanco and one of the 'L' types being incomplete, the other two engines can only be described as farm yard condition with plenty of braze having been applied to the water jackets. In better condition, (Class 2 to 3) was a Ruston Hornsby 1½ PB and a early 1930's tank cooled Lister 'A' type. I cannot give any ideas to what the above items fetched as I did not stay for the actual sale. I spent the rest of the day by the engines getting damper by the minute.

Sunday was a better day, so I decided to leave the immediate vicinity of the engine and have a look around. As usual there was a varied turnout of engines. Philip Thornton-Everson's 1924 Ransome Sims and Jefferies engine, finished just prior to the rally it brought a steady flow of exhibitors and public to keep Philip occupied most of the day. There were some interesting exhibits this year. A small Bradford O/C was perched on top of a 1920's(?) laundry unit. A 1912 Lister 'L' type driving a deep well pump was mounted on a trailer made to look like the inside of a pumping house. The BIG exhibit this year was a 46hp Ruston 8H made in 1918 and driving a Siemens generator. Back in the orchard some of the other engines that caught my eye were a big Blackstone portable, a Lister 'X', a unrestored Lister 'TJ', a 1928 Lister 'A' radiator cooled direct lighting set. Two hot bulb engines that managed to keep running despite the weather were a 15hp Clayton & Babcock and a big Tangye, staying with the big equipment a large Crossley had managed to fit under the trees and was trying manfully to bury itself in the soft ground. There were so many other interesting engines of almost every make present that trying to list them is going to make this write-up even more boring than what it is already, so I will leave it at that.

Club members with engines present were Rob Lambert (1½ Ruston PB), Bill Appleby (5hp Victoria), Reg and Mary Butler (1½ Fowler PA), Ivor and Roy Cox (Wolseley WD11 and Amanco Chore Boy), Vic Walton (Lister 'L' type), Don Rogers (2½ Fairbanks Morse Bulldog) and Stan Kerley (Lyon Generating Set). Adrian Miles was over in the tractor line-up while Brian Verrall was with the 'Ton-Up' lads. Apologies to any members that were there that I have missed out.

Finally, I am going to stick my neck out and pass comment on a couple of things I noticed over the weekend. First of all despite the extremely poor state of the ground due to the rain there was still a lot of unnecessary movement of all types of vehicle around the site. This I believe almost led to the show having to look for a new site and may have been the reason that the rally dates for next year are two weeks later and now clash with other rallies including the club's own event!

CONT'D.

Secondly was the number of early leavers. Surely, if you bother to come a long way to attend a rally then stay until the end and not disappoint the paying public. Sunday was the day the public turned up and it was surprising how many exhibitors had packed up and left by four o'clock.. OK, there may have been some genuine reasons for going early, but how would you feel about having paid to get in to find a lot of the exhibits had already packed up and gone home.

JOHN ROGERS.

#### RUSHMOOR STEAM & VINTAGE RALLY 30th/31st July 1994 at Rushmoor Arena, Aldershot.

Once again another successful two day event took place here at the Rushmoor Arena, organised by the Three Counties Steam Preservation Society Ltd. A first class show kept visitors and exhibitors entertained for two whole days. A large number of W.S.E.C. members attend this event and usually manage to find an area 'now nicknamed Wessex Corner' to obtain a nicely situated camping spot with panoramic views of the show.

With around 160 stationary engines to view and ponder over most makes were represented, the smallest engine being a Henrici Hot Air engine and the largest I think I have ever seen on a rally field, a 98hp Gardner. This huge engine was mounted on a articulated trailer with an observation gallery provided for the public to gain excellent views of this superb engine, a few technical details are:- It weighs  $12\frac{1}{2}$  tons, runs at 210-240rpm, has a 90" x 12" flywheel  $14\frac{1}{2}$ " Bore 24" stroke and run on diesel or heavy oil, it was once owned by Sir Robert McAlpine & Sons and is now owned by C.E. Noble of Ripley in Surrey.

Over fifty steam engines did their daily parade and one that I had not seen before which created a lot of interest was a little 1917 Mann Steam Tractor from the Hollycombe Collection. There was also a rare Brooks steam car which from a distance could easily have been mistaken for a petrol engine vehicle until clouds of steam would engulf the underside and give away the type of power unit. Over 60 entries in the commercial section made very interesting viewing, one eyecatcher was a three wheel Scammell Scarab lorry that would have worked for the railway delivering small goods around the towns and villages, another superb exhibit was a 1916 Ford Model 'T' lorry, this brought back memories to me of when I was 15 years old and working in a garage, my boss had an old Model T car which he used to drive around in our local carnival and it was my job to get her presentable having been laid idle all year, I think this put me off cleaning brass for life!!!!!!

There was almost 100 entries in the car section and one little beauty was a 1927 Trojan Chummy powered by a twin cylinder two stroke engine, it boasted 30 miles to the gallon and had a soft removeable top for fine weather driving it also had a chain drive to its rear wheels. A most unusual demonstration of wood carving using a chainsaw took place in a large roped off area and a lot of spectators watched intently as the saw operator very skillfully used his saw to carve out mostly birds and animals of all descriptions, one he had completed was a large eagle that was carrying a fish it had just caught, and the one he was working on was a 2'6" high squirrel holding a nut in his mouth. This demonstration was carried out under very controlled conditions with the saw operator using all the correct safety clothing and equipment. A most enjoyable weekend we had here. Thanks to Patrick Knight for looking after our section and thanks to Philip Tracy for keeping us safe.

ED.

FOR SALE - Lister 'D'  $1\frac{1}{2}$ hp Good starter and in original as found condition £50.00  
Telephone 0749 840868. (Gurney Slade)

A BIG THANK YOU to all exhibitors and car booters who came along and supported the Mendip Crank-Up and special thanks to club members who ran the raffle and collected £150 for C.L.I.C., a splendid effort by everyone who helped and contributed. Thanks again, Bill Coombs.  
Thanks also to Bill for the donation to our club funds from this Crank-Up. ED.

#### WHATS ON IN OCTOBER.

John Kytes Garden Rally Sat/Sunday 1st/2nd October - another chance to see Johns gigantic 300hp Brush engine running plus lots of others, if you missed it on our June club visit don't miss this occasion, John and Doris will make you very welcome, ample car parking opposite John's house which is located in the High Street of Market Lavington between the pub and the fish and chip shop. I am told that this is the 24th year this event has been held and John is looking forward to meeting friends old and new. If you require more information please telephone 0252 317327. ED.

CLUB EVENING 24th OCTOBER - Stuart Burroughs talk on Bath Industrial Museum.

WELCOME TO NEW MEMBERS - Mr. S. Hacker from East Knoyle, Mr. & Mrs. N. Curry, St. George, Bristol, Mr. John Doman & Simon from Frome, Mr. & Mrs. N. Stonebridge of Wareham, Dorset and Mr. P. Marshall of Timsbury, Nr. Bath.



JUST ANOTHER NIGHT IN A COOK-BOY'S LIFE.

We were working on a farm near All Hallows, which is on the Thames Estuary. The farm was miles from anywhere - no pubs or shops around to get a drink or a packet of fags.

We had just finished ploughing one field by nine o'clock, and it was too late to make the move to the next one, which meant that Dick and I were at a loose end. After having a cup of tea and something to eat, we decided to take a Nature Walk, to see if there was any wild life that was in need of protection.

After 'mooching around' for a couple of hours, we couldn't find a partridge, pheasant or rabbit that looked lost, we ended up in the dark and with "Sweet Fanny Adams." About a mile and a half from the van, on the way back, we saw some cows in a field. I said to Dick, "If we can't get a drink of cider, how about some milk. We can nick a couple of pints from one of the cows."

Dick wasn't very keen but said he would have a go. After chasing the cows around, Dick managed to grab one by the tail and slowed it down somewhat, giving me a chance to grab it by the horns. Having got the cow to stand still, we realised that we hadn't anything to put the milk in, so Dick said he would use his hat. As he was taking it off, he dropped it and when he was on his hands and knees feeling around for it, the old cow suddenly went 'berserk.' It lashed out, catching Dick a real 'belter' on top of his head and he went 'out' like a light. I lost my grip on the horns and landed on my back - on one of those things that are a sure sign that "Meadow ladies" have passed that way. The cow disappeared down the field, like it had an urgent date with an amorous bull!

Dick was flat out on the ground and I thought he looked dead. I gave him a good shaking and he moaned a bit, so I thought, "He ain't gone yet." Then I took his hat and went down to the trough and filled it with water. I dumped the water on his head, but it didn't make much difference. I waited a bit longer but he didn't come round so I dragged him down to the lane and propped him up in the hedge.

By now I was getting a bit worried and thought I had better get some help. On the way up the lane, we had passed a smallholding and, as that was nearer than the van, I went down to see if anyone would give me some help. I banged on the door of the house and a man's voice shouted, "What the B....y 'ell do you want at this time a'night?" I said that I was the Cook-boy with the Steam-plough tackle at the next farm and could I have some help to get my mate back to the van. The bloke inside shouted back, "I don't care if you're the B....y Arch Angel Gabriel, if you don't B....r off quick, I'll set the B....y dogs on yer."

I could tell by the tone of his voice that I was not going to get much help there! As I went out of the gate, I saw an old wooden dung barrow and, as I didn't think the bloke would be shifting dung at that time of night, I decided I would borrow it. I wheeled it on the grass verge to keep the noise down, for the sound of an iron wheel on the gritty surface of the lane would travel quite a distance, and I didn't want a couple of dogs investigating a tender part of my anatomy.

Dick was still out when I got back and after a lot of 'a'huffing and a'puffing' I managed to get him on to the barrow, and away I went up the lane, still on the grass verge. I was getting along like 'a house on fire;' for it was getting pretty late and I had to be up by four o'clock to get the gang's breakfast etc. I had only got a couple of hundred yards to go, when I never saw a water channel leading from the lane into the ditch. The barrow wheel went down into the channel and stopped dead. I carried on, over the handles and landed in the ditch, joined by Dick and the barrow about a couple of seconds later. Landing in a water filled ditch soon fetched Dick back to the 'land of the living' and he started yelling at the top of his voice that he was B....y well drowning. After calming him down and telling him what had happened, we got out of the ditch and squelched our way up to the van. Dick was nursing a lump on his head the size of a chicken's egg. We left the barrow down in the ditch!

When we did get to the van, it was about twelve o'clock, and we were looking forward to getting in the warm van and drying off. When we got in the van, the rest of the gang took one look at the state we were in and then pushed us out again and told us to come back when we were dry. They bolted the door so that we couldn't sneak back when they had gone to sleep.

We went over to one of the engines; fortunately it was still pretty warm, (the engines are 'banked up' for the night, so that it doesn't take long to get up steam in the morning) so we stripped off our clothes and hung them all over the boiler etc. As we were sitting in the tender, wrapped up in the engine cover, I said to Dick that it was a pity that we didn't get a drink of milk. I thought he was going to burst a blood vessel when he said "Don't ever talk to me about B....y cows or milk again - I never want to see another cow as long as I live, and anyway, I've always hated milk!" I thought if ever I wanted some milk, it would be a lot safer if I took a can down to the dairy on the farm. (Skimmed milk was one halfpenny a pint.)

Incidentally, it took us a long time to live down the nickname of 'The Milky Boys.'

**OBITUARY** - It is with deep regret that we learn of the death of Nancy, wife of club member Ray Earle. Nancy passed away following a short illness on Saturday 27th August. We offer our condolences to Ray and his family at this sad time. ED.

**BANBURY STEAM SOCIETY - 25th/26th JUNE 1994.**

We have seen this rally grow in size over the last two or three years, it now covers three large fields. It's nice occasionally to exhibit a bit further afield and see some different stationary engines, commercials and steamers etc.

Here at Banbury they have a display of the Register of ERF vehicles, The Classic Camper Club and the Foden Society and quite a few exhibits from members of the Cast Iron Seat Society. The stationary engines are close to the arena so we have a good view of the steam parade and games and parachute drop.

The model tent holds a host of superb exhibits. Out of the 49 steamers entered only one was missing. Other exhibitors included the Post Office Vehicle Club - displayed were vehicles from 1946 up to present day. The present day ones being loaned by Royal Mail at Banbury. On show was a nice display of living vans, most open to the public for viewing. This year saw the largest selection of organs at the rally - Marengi, Gavioli, Verbeek, Pell, McCarthy and Bursens. Two Verbeek organs were still doing one of the jobs for which they were built - in the Fairground.

All in all its now the end of another good weekend.  
REG AND MARY BUTLER.

**VIDEO REVIEW.**

**'CLASSIC BRITISH ENGINES - 2' by Knight-Macaire.**

When that well known duo, Tim Macaire and Patrick Knight, got together and produced their first video release 'Classic British Engines' a couple of years ago, it was highly acclaimed in reviews. Nothing had been produced like it before, it had quality and attention to detail. Since that time, Knight-Macaire have produced 'Blackstone & Co. Ltd.' and 'Petters, the first 50 years', both to the same formula with great success. Encouraged by this, just in time for Tatton Park Rally, the latest offering picks up where the first video left off with 'Classic British Engines - 2'.

Volume 2 has a further range of engines from famous to obscure makes but each in their own unique way is a piece in the jig-saw puzzle which makes up our engine heritage. National Gas, Crossley, Petter, Tangye, Robinson and Hornsby are all meticulously filmed at private locations, as are Wheatley, Naylor, Warwick and, closer to our Wessex Club area, none other than the Bristol 'Victoria'. The accompanying commentary is informative and accurate, clear, easy to follow and understand. With fifty minutes running time this video is a MUST for the serious engine enthusiast and, like its precursors, sensibly priced to suit the average pocket.

It is available from Knight-Macaire, Mole Cottage, Southole, Bideford, Devon, EX39 6HW at £15.95 plus £1.00 p&p. (Cheques made payable to Tim Macaire). It will certainly help to pass those long dark winter evenings and prevent the 'engine withdrawal symptoms' which we all get during the winter months.  
ERIC BRAIN.



**Grand Hall, Olympia, Hammersmith Road, Kensington, London W14 8UX.**

**30th DECEMBER 1994 - 7th JANUARY 1995**

**Admission:** Adults £5. Senior Citizens £4. Children £2. Family tickets (2 adults & up to 4 children) - 2 day and Season tickets available in advance