



**Andover & District  
Model Engineering  
Society**



Twenty-Second Andover

# STEAM RALLY AND VILLAGE FAYRE



**CHURCH FARM, LONGPARISH**  
(by kind permission of Captain A. A. L. Wills)

**Saturday and Sunday 8th/9th June, 1974**

Gates open 9 a.m.

TO BE OPENED BY MURIEL YOUNG, AT 2 p.m.

MODEL ENGINEERING EXHIBITION - MINIATURE RAILWAY  
VETERAN and VINTAGE CARS & OLD TRACTORS - FREE CAR PARK

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THIS PROGRAMME IS NOT ADMISSION TO RALLY FIELD

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Twenty-Second Andover  
**STEAM RALLY**  
**AND VILLAGE FAYRE**

WHAT are you doing here?

WHY have you come?

Yes, that means you who are reading this programme now. We hope you have come to enjoy yourself — we hope you are doing just that whether you be an “enthusiast,” an exhibitor or just out for an afternoon’s entertainment with the children — there is something for everyone.

Firstly, of course, there is a magnificent line-up of “steamers” — then the vintage and veteran cars, tractors and stationary engines. An added attraction, the first time at Longparish since the Village Fair in the School Meadow in 1925, we welcome the Screeton Brothers of Lincoln, who have brought their steam-driven round-about.

What else? Well, look around. There is the model tent — free rides on the miniature railway for children under 60 years old — there are the rural craft stands and demonstrations, the preservation society stands, hot dog stalls and prize-winning chances on the tombola and bottle stalls. So if you can’t find several things to entertain you, please don’t blame us!

Finally the rally committee extends a hearty welcome to everyone from the drivers to the public and wishes to take this opportunity of thanking you all for coming — without you we would not have a show.

We sincerely hope you have brought a fine day and that you will enjoy yourselves.

THE RALLY COMMITTEE.

**NEWSAGENT FOR  
LONGPARISH AND BARTON STACEY AREA**

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The year was 1932. As a special treat I was taken to see Salisbury Cathedral. We made a day's outing of it: a picnic on the Plain, a visit to friends on the way home, a walk along the banks of the Avon. But it was a pilgrimage more than anything, to a cathedral.

There were wonderful things to see, even for a boy of six. There was the world's tallest spire, and the loveliest cathedral close in England and one of the three original copies of the Magna Carta. On getting back to Longparish that night I was asked what it was about the day that I remembered best; what I had most enjoyed seeing. Without a moment's hesitation I nominated the steam roller on the way home.

Not many of us finish up by becoming what as children we want above all else to be. Whether it is a bus conductor, or a policeman, or a pilot, or a postman, or an engine driver, or a signaller, or a dirt-track rider. When I was young the people I must have envied most were the men in their blue caps and jackets, with their oily faces, whose life it was to control the steam engine, with its spinning flywheel and flashing rods, and its awesome power.

As a boy I used to think it the very height of excitement to hear one of those giants pounding up the street. In a great crescendo it passed by, decorated with brass and copper, blackened here, painted there, polished, loved and pampered. Dreadnought it might be called, or Samson or Goliath. "To many a driver," it has been written, "it was his world; his sole topic of conversation in pub and farmyard. It could fill the minds of boys to the exclusion of all else." I never came to drive one. Today, in fact, more than forty years on, it would hardly be possible to find anyone less mechanically-minded. But I am sure I know the sense of wonderment that any number of boys will feel at this rally as they watch these titans come to life.

JOHN WOODCOCK.

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Once again we can say a most genuine welcome to some old steam rally friends, and we hope some new faces at this 22nd Andover Steam Rally and Longparish Fayre.

We ourselves have one or two new faces on the organising committee for this year's event, but as you read through the pages of this programme, so splendidly presented, may I draw your attention to the programme compiler who is certainly worth a mention here.

For the past two years, 1972-73, yours truly has had the job of compiling the programme, but this year it is presented by someone who is well-known in this village, namely, that very jovial and rotund gentleman, Mr. Bruce Garret, chairman of the Longparish Sports and Social Club.

Programme compiling for a two-day event of this size is no easy task, and takes much effort, and many months to prepare, but I am sure that you, the reader, steam rally enthusiast, or ordinary spectator, will find this programme, both informative and of great interest and value, as you walk round the site of this 1974 rally.

MIKE TAYLOR.

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# **ALLEN AND MAY**

# Programme of Events

## SATURDAY, 8th JUNE

1. Grand Parade — engines only
  2. Roller Event
  3. Vintage Cars and Tractors
  4. Tug-o'-War — Children and Adults v. Engine
  5. Tractor Obstacle
  6. Musical Chairs
  7. Lady's Steering
  8. Fire Demonstration
  9. Grand Finale
- 

## SUNDAY, 9th JUNE

1. Grand Parade — engines only
  2. Roller Event
  3. Vintage Cars and Tractors
  4. PRESENTATION OF CUPS
  5. Fire Demonstration
  6. Tractor Obstacle
  7. Musical Chairs
  8. Lady's Steering
  9. Tug-o'-War — Children and Adults v. Engine
  10. Grand Finale
- 

## RING EVENTS

These will include some or all of the above, subject to the condition of the field at the time and engine availability.

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Commentator: Engines — D. Smith (Birmingham)

Commentator: Veteran and Vintage Cars — M. Head (Whitchurch)

Rally Organiser — Gordon Howell (Andover)

Visit the Model Engineering Exhibition and see one of the finest collections of models to appear on a rally field.

# ST NICHOLAS - LONGPARISH

*The Church adjoining the Rally field*

## SERVICES IN THE CHURCH ON SUNDAY, JUNE 9th

8 a.m. HOLY COMMUNION  
— Ven. W. S. Hayman

11 a.m. MATINS  
— Rev. C. Brundritt

6 p.m. EVENSONG  
— Ven. W. S. Hayman

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*This beautiful old church was founded in c1200 in the village of Middletune as Longparish was then known. The name Middletune is recorded in the Domesday Book. The church was under the umbrella of Wherwell Abbey, a Benedictine nunnery founded in 986. The parish register goes back to 1654 and there is a detailed record of all village births, marriages and deaths from that date. The stocks used in the Middle Ages for petty offenders can still be seen outside the Eastern Lych gate.*

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ANYONE COMING TO THE RALLY WILL BE WELCOME TO ATTEND ANY OF THESE SERVICES  
— Don't worry if you happen to be in working clothes.



### **PRESERVATION SOCIETIES**

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DART VALLEY RAILWAY SOCIETY  
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### **RURAL CRAFTS**

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Corn Dollies — E. C. Watts, Ecchinswell.  
Wood Turning — Messrs. Palmer and Sleet.  
Bee-Keeping — Andover Bee-Keepers Association.  
Wheelwright — G. Stubbings, Taunton.  
Walking Sticks — L. Turton, Longparish.  
Pottery — St. Mary Bourne Potteries.  
Scissor Grinder — Mr. and Mrs. A. Kent, Parkstone, Dorset.

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# **LONGPARISH FETE**

**Saturday, 3 August, 1973**

**AT LONGPARISH HOUSE**

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## Entries for Saturday, 8th June

	Cars	Owners
1.	1906 Wolseley Siddeley Landaulette	Mr. D. Pinhorn, Haslemere, Surrey.
2.	1909 Briton Tourer	Capt. A. Wills, Longparish, Hants.
3.	1912 Rolls Royce Shooting Brake	Capt. A. Wills, Longparish, Hants.
4.	1913 Rover Colonial	Capt. A. Wills, Longparish, Hants.
5.	1923 Ford Model "T"	Wessex Machinery Museum Club.
6.	1924 Essex Model "J"	Wessex Machinery Museum Club.
7.	1925 Rolls Royce Phantom T	Capt. A. Wills, Longparish, Hants.
8.	1926 Bentley Tourer	Mr. F. Strong, Havant, Hants.
9.	1926 Bentley Sports	Mr. M. S. Goodwin, Woodcutts, near Salisbury.
10.	1927 Armstrong Siddeley Tourer	Wessex Machinery Museum Club
11.	1927 Hampton Coupe	Mrs. E. Monro, Weybridge, Surrey
12.	1928 Morris Oxford Saloon S+A	Mr. F. Hewkin, Fontwell Magna, Dorset.
13.	1929 Lanchester Sports Tourer	Mr. F. W. Hutton-Stott, Newbury, Berks.
14.	1932 Wolseley Wasp Saloon	Wessex Machinery Museum Club.
15.	1934 Austin 7 Saloon	Mr. A. R. Tarrant, Andover.
16.	1935 Austin 10 Colwyn Cabriolet	Mr. A. J. Bennett, Totton, near Southampton.
17.	1935 Daimler Tourer	Wessex Machinery Museum Club.
18.	1936 British Salmson	Wessex Machinery Museum Club.
19.	1936 Alvis Tourer	Mr. C. J. Wren, West Wittering, Sussex.
20.	1920 Ford Model T	A. R. Coats, Romsey.
21.	1930 Lagonda	Mrs. Fane De Salis, Bristol.
22.	1931 Morris Cowley	Mr. B. Griffiths, Andover.

### COMMERCIAL VEHICLES

23.	1918 Ford Model "T" Truck	J. C. White and Sons, Ramsbury, Wilts.
24.	1924 Ford Model "T" Lorry	J. C. White and Sons, Ramsbury, Wilts.
25.	1927 Morris "L" Type Flat Truck	Mr. C. Howe, Gillingham, Dorset.
26.	1947 Dennis single decker Bus	Mr. J. Kyte, Devizes, Wilts.

### MOTOR-CYCLES

27.	1907 Triumph 3½ h.p.	Wheeler and Ayland Ltd., Basingstoke.
28.	1911 New Ryder 3½ h.p.	Mr. J. Simpkins, Marlborough, Wilts.
29.	1912 Triumph 3½ h.p.	Mr. R. J. Smith, Lechlade, Glos.
30.	1924 Omega 170 c.c.	Mr. S. Smith, Fairford, Glos.
31.	1927 B.S.A. 3½ h.p.	Mr. J. Winfield, Coln-St.-Aldwyns, Glos.
32.	1952 Corgi	Mr. G. Johns, Basingstoke.

## **ALL STEAMED UP — LIKE A TRACTION ENGINE?**

### **WASH-DAY BLUES?**

RELAX — VISIT THE “VILLAGE WASHING WELL” (next  
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**LOUIS XV OF FRANCE** who found great difficulty in getting a com-  
fortable bed had no less than 413 different beds made for him during his  
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**EMPRESS ANNE OF RUSSIA** dissatisfied with her court jester settled  
her anger by ordering him and his bride to spend their wedding night on a  
bed carved from a piece of ice.

**BENJAMIN FRANKLIN** disliked a warm bed so much that he had four  
in his room and moved from one to another as it became cosy.

**MADAM CHIANG KAI SHEK** visiting Washington asked that the sheets  
of her bed be changed every time she lay on it. This was about a dozen  
times a day.

**KING PHILIP OF SPAIN** had a bed eighteen feet long by twelve feet  
wide made for his wedding to Isabella of Portugal.

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stock of all that is best in bedding today.

**PONDS OF ANDOVER LTD.**

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## Entries for Sunday, 9th June

	Cars	Owners
1.	1909 Briton Tourer	Capt. A. Wills, Longparish, Hants.
2.	1912 Rolls Royce Shooting Brake	Capt. A. Wills, Longparish, Hants.
3.	1913 Rover Colonial Tourer	Capt. A. Wills, Longparish, Hants.
4.	1921 Castle Three Tourer	Mr. C. Knight, Salisbury, Wilts.
5.	1923 Ford Model "T" Tourer	Wessex Machinery Museum Club.
6.	1924 Essex Model "J" Saloon	Wessex Machinery Museum Club.
7.	1925 Austin 7 Tourer	Mr. D. Cochrane, Alton, Hants.
8.	1925 Rolls Royce 40/50 Saloon	Capt. A. Wills, Longparish, Hants.
9.	1926 Austin 12 Clifton Tourer	Mr. F. E. W. Hine, Basingstoke, Hants.
10.	1926 Bentley Sports	Mr. M. S. Goodwin, Woodcutts, near Salisbury.
11.	1927 Armstrong Siddeley Tourer	Wessex Machinery Museum Club.
12.	1927 Renault Tourer	Mr. R. V. Base, Alveston, Bristol.
13.	1928 Morris Cowley 2+2	Mr. D. White, Ramsbury, Wilts.
14.	1929 Lanchester Sports Tourer	Mr. F. Hutton-Stott, Newbury, Berks.
15.	1930 Austin 7 Saloon	Mr. J. Powell, Christchurch, Dorset.
16.	1930 Riley 9 Tourer	Mr. F. Eley, Calne, Wilts.
17.	1932 Wolseley Wasp Saloon	Wessex Machinery Museum Club.
18.	1935 Austin 10 Colwyn Cabriolet	Mr. A. J. Bennett, Totton, near Southampton.
19.	1935 Diamler Tourer	Wessex Machinery Museum Club.
20.	1936 Salmson Saloon	Wessex Machinery Museum Club.
21.	1936 Rover Saloon	Mr. R. B. Sheppard, Blandford, Dorset.
22.	1936 Morris 8 Saloon	Mr. P. Chew, Cookham, Berks.
23.	1937 Morris 8 Saloon	Mr. D. J. Plank, Maidenhead, Berks.
24.	1939 Austin 12 Saloon	Mr. K. Bennett, Totton, near Southampton.
25.	1920 Ford Model T	A. R. Coats, Romsey.
26.	1928 Austin	E. C. Lambert, Shepton Mallett.

### COMMERCIAL VEHICLES

27.	1918 Ford Model "T" Truck	J. C. White and Sons, Ramsbury, Wilts.
28.	1924 Ford Model "T" Lorry	J. C. White and Sons, Ramsbury, Wilts.
29.	1926 Morris 1 ton truck	Mr. S. J. Collis, Totton, near Southampton.
30.	1927 Morris "L" Type Flat Truck	Mr. C. Howe, Gillingham, Dorset.
31.	1947 Dennis single decker Bus	Mr. J. Kyte, Devizes, Wilts.

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AND  
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## Entries for Sunday, 9th June (con.)

### MOTOR-CYCLES

- |     |                        |   |
|-----|------------------------|---|
| 32. | 1907 Triumph 3½ h.p.   | Wheeler and Ayland Ltd.,<br>Basingstoke.    |
| 33. | 1909 Minerva 412 c.c.  | Mr. J. A. Whitmarsh, Netheravon,<br>Wilts.  |
| 34. | 1911 New Ryder 3½ h.p. | Mr. J. Simpkins, Marlborough, Wilts.        |
| 35. | 1912 Triumph 3½ h.p.   | Mr. R. J. Smith, Lechlade, Glos.            |
| 36. | 1919 Triumph Model "H" | Mr. A. R. Tarrant, Andover.                 |
| 37. | 1924 Omega 170 c.c.    | Mr. S. Smith, Fairford, Glos.               |
| 38. | 1927 B.S.A. 3½ h.p.    | Mr. J. Winfield, Coln-St.-Aldwyns,<br>Glos. |
| 39. | 1952 Corgi             | Mr. G. Johns, Basingstoke, Hants.           |

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### NOTICE OF WARNING

#### Traction Engine Rallies can be dangerous

Admission to the Rally Field is on condition that any person or persons admitted agree and undertake to absolve and hold harmless the Promoters and Organisers of the Rally, and every other person, taking part in, or connected with the management or conduct of the Rally, from all liability for any injury to person or damage to property howsoever caused.



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# A Short History of the Engines in the Rally

1. **Sentinel. No. 9277.** 1937. Steam Wagon, 120 h.p. 4½ tons. Rebuilt and restored to original colours in 1971. Travelling to rallies all over the South of England under its own steam. Owner—R. Bailey. Driver—R. Bailey. Mate—N. Bailey.
2. **Sentinel. No. 8393.** 1930. Steam Waggon. 9 n.h.p. 75 b.h.p. Weight 6 tons. 14 cwt. New to W. M. Brown and Co., Ipswich, on solid tyres. Converted to pneumatics by Sentinels in 1933. After various owners it went to Wingham Engineering Co. in 1957 and was on permanent loan to H.M.S. Sultan from 1960. Acquired by the Welfare Fund of H.M.S. Sultan, Marine Engineering School, Gosport, in 1970. It is crewed by volunteers from H.M.S. Sultan. Driver—Mech(1) Edwards. Mate—M.E.M. Haigh.
3. **Sentinel Super.** John Keeley.
4. **Burrell "John of Gaunt." No. 4066.** 1927. Compound. 5 h.p. Purchased in 1971 from the Isle of Ely. Considerable work has been carried out this winter rebushing all the gearing. Owner—John and Brenda Newton, Hungerford.
5. **Fowler. No. 15319.** 1919. Showman's. 7 h.p. Supplied new to Portland stone quarry then to Townsends of Weymouth. Purchased by us in December, 1973. The engine has been completely rebuilt including new bearings all round. Owner—S. Cook, Eversly. Driver—S. Cook. Mate—K. Cook.
6. **Aveling Porter. No. 11486.** 1926. Tractor. 4 h.p. Supplied new to Kent C.C., purchased by us in 1972. Owner—K. Cook, Eversly. Driver—S. Cook. Mate—K. Cook.
7. **Wallis and Stevens. No. 7641.** 1920. Tractor. 5 tons. This is one of the oil bath type tractors, the engine and boiler of which were also used to produce steam wagons and rollers. This particular tractor was at the first Andover rally in the ownership of Albert Kanes. Now owned by J. Field, of Andover, and restored by him and Alf Eggleton. Driver—Jack Field. Mate—Alf Eggleton.
8. **Tasker. No. 1318.** 1906. AA. 243. Tractor. 4 n.h.p. Tasker Little Giant A.1. Tractor built in 1906 by W. Tasker and Son. Ltd. Single cylinder with slide valves, new fire box and new tubes fitted in 1973 and restored to its present condition by Taskers employees. Owners—Taskers Trailers Ltd., Andover, Hants. Driver—G. W. Taylor. Mate—J. B. Field.
9. **Ruston Proctor. No. 52453.** Owned by D. Marder, Andover.
10. **Burrell. No. 3626.** 1914. DCC Tractor. 4½ n.h.p. New to Hickman and Sons, Princes Risborough, 30th October, 1914. Used by W.D. First World War. Spent most of its working life as Showman's Tractor with George Scarrott, of Wooten Bassett, hauling set of chairplanes. To present owners in 1967. Owner—Blackford and Spearey, Calne. Driver—Spearey and Blackford.
11. **Burrell. No. 3458.** 1913. Tractor. 4 n.h.p. 5 tons. New to C. Jones, Tetbury, Glos. For road haulage converted to Showman's Tractor and used by Henry Rodgers at his fairs. Also owned by A. Beach for fairground use. Owner—Shipman and Barker, Hurst. Driver—P. R. Barker.
12. **Tasker. No. 1822.** 1920. Showman's Tractor. 4 n.h.p. The only Tasker Showman's Tractor in existence. Late owner S. Smart, Warminster, who converted to a Showman's Tractor in 1928 and used it up to the last war. Completely rebuilt by present owner. Owner—P. Barker, Hurst. Driver—P. Barker.

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13. **Burrell "St. Bernard." No. 3192.** 1910. Showman's Tractor. 4 n.h.p. Built in 1910 for War Department as a grave tractor. Converted to Showman's about 1920 and used by Herberts, of Dorchester, Dorset, for remainder of its working life. Owner—J. Gibbey, Yeovil. Driver—J. N. Gibbey. Mate—Mrs. Gibbey.

14. **Wallis and Steevens "Advance Roller.** New 19. 6 ton. Two cylinder piston valve engine. Note absence of a fly-wheel due to the use of disc cranks. Was in use up to 15 months ago by Messrs. Wards. This roller is the one which appeared in the television "Dad's Army" series. Owned by M. Randell, Andover.

15. **Wallis and Steevens. No. 7975.** 1928. Advance Roller. 6 ton. 4 n.h.p. Supplied to H. Williams, Camberley, Surrey (new). Later sold to Staverton Builders, Devon, used until 1958 then sold James and Sons, Kingswinford, Staffs., until 1965. Purchased by present owners from Bromsgrove in March last year. Boiler tubes renewed and crown stays renewed, gear wheels renewed and rebushing on diff shaft. Still plenty to do for complete restoration. Owned by Messrs. Foreman and Targett. Driver—K. Foreman. Mate—W. Targett.

16. **Aveling and Porter. No. 7807.** April, 1912. R12½ Roller S/Cyl. 5 n.h.p. 13 tons 14 cwt. 2 qrs. Despatched 3.10.1912 to St. Lawrence Parish, Jersey, C.I. Did all kinds of work including driving machinery (governors are fitted). Hauled loads for Germans during World War II occupation of Jersey. Later used for sterilizing soil in a nursery. New fire box in 1949. Imported to England 1960. Bought by present owner in 1972 and undergoing restoration. Owned by J. Young, Buterne, Southampton. Travelled from Hythe to Longparish under own steam. Driver—P. Hall.

17. **Wallis and Steevens. No. 7742.** 1921. Roller (Compound) 6 n.h.p. 12 tons. New to Southampton Corporation, used by them until after World War II. Was involved in the spectacular runaway in 1930s in Southampton ending up in local swimming baths. Sold in 1950s to Bakers Transport and later bought by present owner for restoration. Travelled to Longparish from Hythe under own steam. Owned by Ken Honeybun, of Wickham, Western Australia. In the custody of the driver, John Young, during owner's absence from England. Driver—J. Young.

18. **Aveling and Porter. No. 14001.** 1929. Steam Roller. 8 n.h.p. New to Barnes, of Trowbridge, bought by present owner from Jim Miller, Bristol, in 1967. Still does some commercial rolling. Owner—T. A. J. Green. Driver—Tom Green. Mate—David Shirt.

19. **Marshall. No. 71833.** 1923. Roller. 6 n.h.p. 10 tons. Worked by contractors in Norfolk most of life. Brought to Baverstock March, 1972, recent repairs: new smoke box and new canopy. Owned by J. Uphill and R. J. Hunt. Driver—J. Uphill. Mate—R. J. Hunt.

20. **Babcock and Wilcox "Brutus." No. 95/4013.** 1926. Road Roller. 10 tons nominal. New to W. W. Buncombe, of Highbridge, Somerset. It spent all its working life there. Bought by present owners last November, it has been fitted with new tubes and canopy this winter. Only three of these engines are known to exist. Owners—A. Sellwood, D. Cully and S. Phillips. Driver—Andy Sellwood. Mate—Sid Phillips.

21. **Burrell. No. 3991.** 1924. Road Roller. 6 n.h.p. 10½ tons. Name: "Daffodil." Started its working life in Cornwall. Believed to have been owned by Messrs. Dingles and later by James and Cockerell, of Durrington. Has been extensively overhauled by present owner in the last three years. Owner—D. Issacs. Driver—Derek Issacs. Mate—John Delbridge.

22. **Burrell. No. 2343.** 1901. SCC. G.P. 12 tons. Owned and worked for Wildens, of Wallingford, for 40 years. Steams to all rallies attended. Owner—E. C. Haggard, Swindon. Driver—A. Day. Mate—A. Scott.

23. **Wallis and Stevens. No. 7293.** 1912. Agricultural. 7 n.h.p. expansion. Used for threshing and agricultural hauling up to 1939. Then laid derelict till 1968. Since then extensive repairs have been carried out. Owned by P. W. Russell, Dibden Purlieu. Driver—D. B. Edwards. Mate—C. Drake.
24. **Wallis and Stevens. No. 7115.** 1910. Agricultural Machine. 10 ton. Threshing and tree pulling, general purpose work. Owner: R. G. Old, Braishfield. Driver— R. G. Old. Mate—K. Swanborough.
25. **Burrell. No. 3728.** 1916. General Purpose. 7 n.h.p. S.C. Burrell General Purpose Engine No. 3728. 7 h.p. single cylinder, built 1916, originally supplied to an Essex farmer in 1920. Returned to Norfolk. Afterwards working in Suffolk and Bedfordshire. Owned by Robert L. Corbett, John Dennett.
26. **Burrell S.C. Compound. No. 9933.** 1912. 9½ tons. Pride of Hants. Purchased from R. Say, Cheddar, by Wessex Machinery Museum. Driver— J. Spencer.
27. **Fowler Ploughing Engine. No. 15335.** 1921. Steam. 16 h.p. See other engine. Driver—R. Waite.
28. **Fowler Ploughing Engine. No. 15334.** 1921. Steam. 16 h.p. These engines have been purchased by the Wessex Machinery Museum Ltd. and are in the process of restoration. Driver—W. Goddard.
29. **Watson and Son. No. 1.** Actual vehicle 1972. Engine 1960-62. Not registered as yet. Twin H.P. 3 in. x 3 in. Approximately 1 ton unladen. Original engine/boiler used in 27 ft. steam launch on Thames. Showed at rallies on trailer '71 onwards. Built in waggon, end of 1972. The waggon is completely home-built including chassis. Old boiler was built in 1916, completely new boiler made this winter. F. Watson, snr., made the engine 1960-62. Owner—F. Watson, Egham. Driver—Dave Watson. Mate—Fred Watson.
30. **Brown and May.** Believed to be 1870. Portable. 1½ h.p. Portable agricultural Steam Engine, built at Devizes. Owner— N. Smith, Bishops Waltham. Driver—N. Smith.
31. **Robey.** 12 h.p. New single cylinder. This was used in an estate sawmill until a few years ago when it was purchased by A. Hall, Binfield who has recently sold it to D. Marder, Andover.
32. **Merryweather Vallient. No. 9605.** 1914-1918. Steam fire pump. New for W.D. and kept as an emergency unit, pumping capacity 260 gallons per minute. This engine will be in use to pump water during the two days of the rally in the lower corner of the field. Owner—E. C. New, Pewsey.
33. **Sentinel.** 1934. Believed to have been used in connection with flour milling industry. Driver—A. Price.
34. **Fowler Compound Traction Engine. No. 7453.** 1896. 6 h.p. Mr. Seward, of Petersfield, bought this engine new. Mr. Corbett is the second owner. There is 200 yards of 1½ rope on winding drum which is used occasionally. Owner—R. C. U. Corbett, Alresford, Hants. Driver—R. Corbett. Mate—J. Dennett.
- 34A. **Foden "D" Type. No. 12852.** 1927. 4 n.h.p. New to Crawley Brick Works, Berks, and spent most of its working life in Oxfordshire and Berkshire. Used as crane engine after World War II to clear defence works and was bought for preservation by R. Adnams, Reading, who restored and ran it for a good number of years. Recently sold to its present owner, J. Keeley, Knowl Hill, Reading.

## ORGANS

35. "Limonaire" 89-key Fair Organ. Made in 1898. Owner—J. Keeley, Reading.
36. "Limonaire" 35-key. Made in 1910. Owner—J. Clark, Rainham, Kent. Purchased in 1973. Eight months of spare time has gone into repairing it by Brian Jenner.
37. "Gavioli" 89-key. In centre of Screeton Bros. Golden Galloping Horses. Gebruder Bruder Hand Turned Street Organ, barrel operated, circa 1870. Contains 130 pipes, including a rank of wooden trumpets and wooden piccolos. There are two barrels of music, one of which the present owner primed with well known tunes, arranged by Mr. Mel Colebrook and himself. Since it was imported to this country in 1969 percussion and bandmaster have been added. Owner—B. Minney, Luton.

## LARGE MODELS ON THE FIELD

38. 4 in. scale Foden 6 ton "C" Type Waggon. Won the championship Cup at London Model Engineer Exhibition in 1974. Built and designed by T. Morris, Seisdon, Wolverhampton.
39. 4 in. scale Yorkshire 3 ton Waggon. This won the Lillington Trophy for models at this rally last year. Built by K. C. Stokes, Coventry.
40. 3 in. scale Burrell Traction Engine. "Little Mac" was awarded Championship Cup and Silver Medal in London Model Engineer Exhibition, 1968. Built by M. Frost, Fareham.
41. 2½ in. scale Road Locomotive. "Ajax." This has hauled 2 tons. Built by R. E. Gover, Tooting, London.
42. 2 in. scale Burrell Road Locomotive. "Little Demon" and trailer. Built by G. Howell, Andover.
43. 6 in. scale 1932 Type Leyland double deck Bus. Seating capacity: 46 children. Made by D. Farmer, Marchwood.

## TRACTORS

44. Fordson Industrial. 1935. Owned by Mr. M. Terry, Totton.
45. Fordson Standard Model M. 1938. Owned by Mr. D. Pope, Tetbury.
46. Allis Chalmers. Approximately 1936. Owned by R. and J. Male, Durrington.
47. International. Type TD6. 1939. Universal, tracked. Owned by A. J. Hiscock, Hurstbourne Tarrant.
48. International. Type W4. 1939-41. Owned by Mr. M. J. Henstridge.
49. Fordson Standard Model N. 1938. Owned by Mr. D. Hardiman, St. Mary Bourne.
50. Fordson Standard Model N. 1938. Owned by Mr. A. F. Hardiman, St. Mary Bourne.
51. Fordson Standard. 1936. Owned by Mr. D. Dovey, Totton.
52. Fordson Standard. 1933. Owned by A. J. Bremner-Milne, Bottlesford.
53. John Deere. Type A. Post 1930. Three-wheeler. Owned by M. Booth, Whitchurch.
54. International. Farmall Type B. 1939. Three-wheeler. Owned by M. Booth, Whitchurch.
55. Allis Chalmers. Type B. Ser. No. 20196. 1938. Universal. Owned by Mr. D. W. Aylword, Monxton.
56. John Deere. 1938. Owned by Wessex Machinery Museum.
57. Fordson Standard. Model N. 1938. Owned by J. Cox and Sons, Alderholt, Dorset.

## MACHINERY

**Garvie and Sons. Barn Threshing Machine.** 1918. Owned by D. Hardiman, St. Mary Bourne.

### STATIONARY I.C. ENGINES

58. **Lister, Junior. Type B21. No. 209852.** 1930. 4 h.p. 600 r.p.m. Owned by Mr. P. J. Young, Salisbury.
59. **Petter. No. 41883.** 1916. 5 b.h.p. Petrol/paraffin two stroke. Owned by Mr. B. G. White, Southampton.
60. **Amanco. No. 24382. 1928.** 2½ h.p. Enclosed crank. Owned by Mr. B. G. White, Southampton.
61. **Wolseley.** 1936. Combustive. Owned by Mr. and Mrs. D. Watts, Stockbridge.
62. **Amanco. No. 27853.** Early 1920s. 2½ h.p. Owned by Mr. G. H. Taylor, Elstead.
63. **Petter. Type M. No. 3421.** 1921. 1½ h.p. Owned by Mr. D. J. Taylor, Elstead.
64. **Amanco (Hired Man).** 1911. 2¼ h.p. Owned by Mr. R. J. Smith, Lechlade.
65. **Wolseley. No. 7141.** 1936. 1½ h.p. Driving twin clipper sheep shearing outfit. Owned by Mr. J. Simpkins, Marlborough.
66. **Petter. Type M. No. 2456.** 1910. 1½ h.p. Owned by Mr. J. Simpkins, Marlborough.
67. **Lister. Type A56. No. 67671.** 1927. 2½ h.p. 600 r.p.m. Owned by Mr. J. Simpkins, Marlborough.
68. **Ruston-Hornsby. Size 2. Class PT. No. 190815.** Owned by Mr. P. R. Rose, Petersfield.
69. **Brandford Gas Engine. No. 7915.** 1922. 3 h.p. 700 r.p.m. Owned by Mr. D. Rose, Petersfield.
70. **Lister. Type A16. No. 206708.** 1928. Owned by Mr. R. K. Reader, Beachley.
71. **Amanco. No. 347120.** 1911. 2 h.p. Owned by Mr. R. K. Reader, Beachley.
72. **Ruston-Hornsby. Class PR. No. 160117.** 1930. 2 b.h.p. 650 r.p.m. Open crank. Owned by Mr. D. J. Read, Southampton.
73. **Lister. Type A.** 1930. 3 h.p. Owned by Mr. P. Powell, Clanfield.
74. **Lister. Type 26DH. No. 171585.** 1940. 1½ h.p. Owned by Mr. R. A. Pink, Wimborne.
75. **Lister, Junior. No. 221753.** 1932. 3 h.p. Petrol start/TVO run. Owned by Mr. J. J. Pink, Wimborne.
76. **Lister, Junior. No. 59335.** 1925. 2½ h.p. Owned by Mr. T. W. Page, Swanage.
77. **Lister. Type D.** 1½ h.p. Owned by Mrs. G. Page, Swanage.
78. **Johnsons (Canada). Chore Horse.** 1940. Owned by T. Oliver, Cyd Brook.
79. **Taylor (Illinois, U.S.A.).** 1926. 2 h.p. Open crank. Only known example of this make in this country. Owned by Mr. B. Money, Chipping Norton.
80. **Amanco (Hired Man).** 1917. 2¼ h.p. Owned by Mr. A. J. Bremner-Milne, Bottlesford.
81. **Fairbanks Morse. Type Z. No. 489704.** 3 h.p. 475 r.p.m. Open crank, petrol/paraffin. Driving a Moores 25v, 20a D.C. dynamo. Owned by Mr. L. Mellor, Buxton.
82. **John Fowler. Heavy Duty Engine.** 1.5 h.p. Owned by Mr. K. Kimber, Marlborough.

83. **Petter, Universal.** 1930. 5 b.h.p. 600 r.p.m. Owned by Mr. K. Kimber, Marlborough.
84. **Lister. Type 75J.** 1927. 3 h.p. 450 r.p.m. Owned by Mr. K. Kimber, Marlborough.
85. **Stuart Turner.** 7 h.p. Twin cylinder, two-stroke. Owned by Mr. J. Howard, Stockbridge.
86. **Wolseley. Type WDII.** Late 1930s. 1½ h.p. Owned by Mr. D. Howard, Stockbridge.
87. **Lister. Type F.** 1928-29. 1½ h.p. Owned by Mr. G. Howard, Stockbridge.
88. **Amanco. 1910-15.** 6 h.p. Owned by Mr. M. J. Henstridge, Boscombe.
89. **Millars. No. 8183.** 1929. 3 h.p. Driving water pump. Owned by Mr. D. Goodwin, Eastleigh.
90. **Petter. No. 4348.** 1½ h.p. Owned by Mrs. D. Goodwin, Eastleigh.
91. **Amanco. No. 165283.** 1919. 2½ h.p. Open crank. Owned by M. J. Gandy, Lockerly.
92. **Lister. Type D. No. 170946.** 1939. Owned by Mr. P. Hall, Horndean.
93. **Banford. No. 1360.** 1921. Owned by Mr. R. Frampton, Bournemouth.
94. **Petter. Type M.** 1928. Driving a dynamo. Owned by Mr. R. Frampton, Bournemouth.
95. **Heinrici Motor Hot Air Engine.** 1880. Owned by Mrs. J. Frampton, Bournemouth.
96. **Villiers. Type W-X11,** 1934. Owned by T. T. Evans, Llantwit Major.
97. **Petter.** 1915. 2½ h.p. Owned by T. T. Evans, Llantwit Major.
98. **Ruston-Hornsby.** 1932. Driving compressor. Owned by G. W. Dunford, Longparish.
99. **Villiers "Mar-Vil." No. MV227.** 6 h.p. Owned by Mrs. D. Downer, Swanage.
100. **Wolseley. Type WD. No. 3409.** 1936. 1½ h.p. 700 r.p.m. Owned by Mr. R. Burch, Llantwit Major.
101. **Villiers.** 1930. Two-stroke. Owned by Mr. D. G. Bateman, Coleford.
102. **Gardner. Type 3HF. No. 27894.** 8 h.p. 340 r.p.m. Owned by Mr. P. Allen, Weobley.
103. **Gardner. No. 1536.** 1900. Owned by Mr. R. Pinnock, Lightwater.
104. **Amanco. No. 112430.** 1913. 2½ h.p. Open crank. Owned by A. G. Harris, Betchworth.
105. **Blackstone Oil Engine (Portable). No. 67702.** 1908. 5 h.p. Hot Bulb. — Mr. Garrett, Horner Cottage, London Road, Devizes, Wilts.
106. **Blackstone Oil Engine (Portable). No. 149779.** 1924. 8 h.p. Driving 100v generator. — Mr. Kyte, 10 High Street, Market Lavington, Devizes, Wilts.
107. **Lister. Petrol Engine. No. 37327.** 1923. 5 h.p. Driving 50v generator. — Mr. Andrews, 1 The Clay, Market Lavington, Devizes, Wilts.

#### STEAM ENGINES

108. **E. Green and Son. Economiser Engine. No. 648.** Found in a brewery boiler house in 1970. Mr. Brian —, Whitton, Middx.
109. **Worthington (U.S.A.). Steam Water Pump.** Made in 1914 and worked in the same brewery. Mr. Brian —, Whitton, Middx.
110. **Worthington-Simpson. Steam Pump.** Saved from Yeovil swimming baths in 1972. Mr. Brian —, Whitton, Middx.
111. **Hayward-Tyler Water Pump.** 1947. Found derelict in a Worthing scrap yard. Mr. Brian —, Whitton, Middx.

# PAGE & PAGE

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