

## Driffield Traction Engine Rally, 31 July 2021

Karen and I went - it was our first outing to an event like this for quite some time! Great to inhale the smell of coal and oil again, being consumed in prodigious quantities... We made our way to the engines, and first to attract my camera was Fowler road engine No.14910 of 1917:



Next in line was this lovely Robey tandem roller.



It has a "pistol" boiler, the same as fitted to the overtypes steam wagons they built. The engine unit is the same, too.



At least one of these has been converted into a steam wagon. (At least three others were modified by their then owners, Wirksworth Quarries, by adding an additional roll at the back to make tri-tandem rollers; two of them still survive today.)



Fowler tractor No.21222 is a conversion from a roller.



But it looks well enough as a plain tractor.



Next along was new-build Foster No.14740.



It's just model engineering in 12" to a foot scale...



This was a lovely engine – 1920 Clayton & Shuttleworth 5-ton tractor No.49008.



Clayton's had used it as their "works" engine for several years before selling it in 1934



James Stanley brought his Wallis & Stevens "Simplicity" roller.



Roaring around the site was a Fowler engine in 4" scale.



Slightly larger, a Garrett 4CD tractor, half size by Paul Redgate. I've driven a ¼ full size one, many years ago, and that was great fun; one this size would be quite a handful, I imagine.





Marshall 35554 "Old Lass", a 7NHP engine that left Gainsborough in January 1901.



This Burrell Single Crank Compound engine was originally one of Isaac Ball's rollers...



Personally I'm not a fan of it in its Showman's get-up. No. 3220, originally built in July 1910.



John Somerscales' Aveling & Porter Class DD roller was built in 1924, No. 11024....



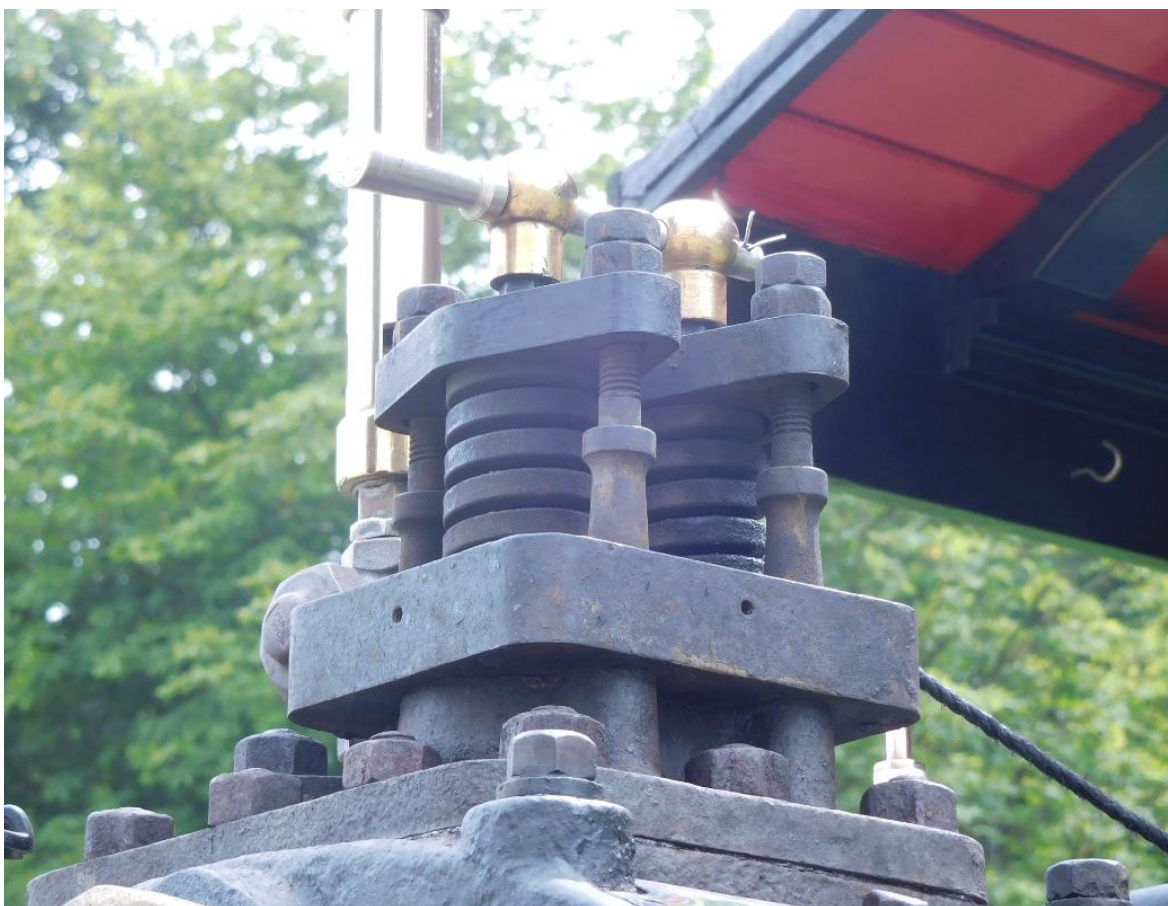
And it looks magnificent. It was gently ticking over, and there was hardly a sound, just the clicking of the lubricator ratchet and an almost imperceptible thump of exhaust steam up the chimney.



Top marks!



Cylinder detail of the Aveling, which has piston valves.



Next door was another Aveling; this was a new one on me, and you probably haven't seen it either, because this was its first rally for 50 years! It was pleasing to see how many women were involved with engines, too. No. 4403.



Sentinel S4 No. 9009 in its original 1934 livery.



It last worked in 1955.



The S engine was 4 cylinder in-line with poppet valves. There was even a steam-driven tyre pump fitted!



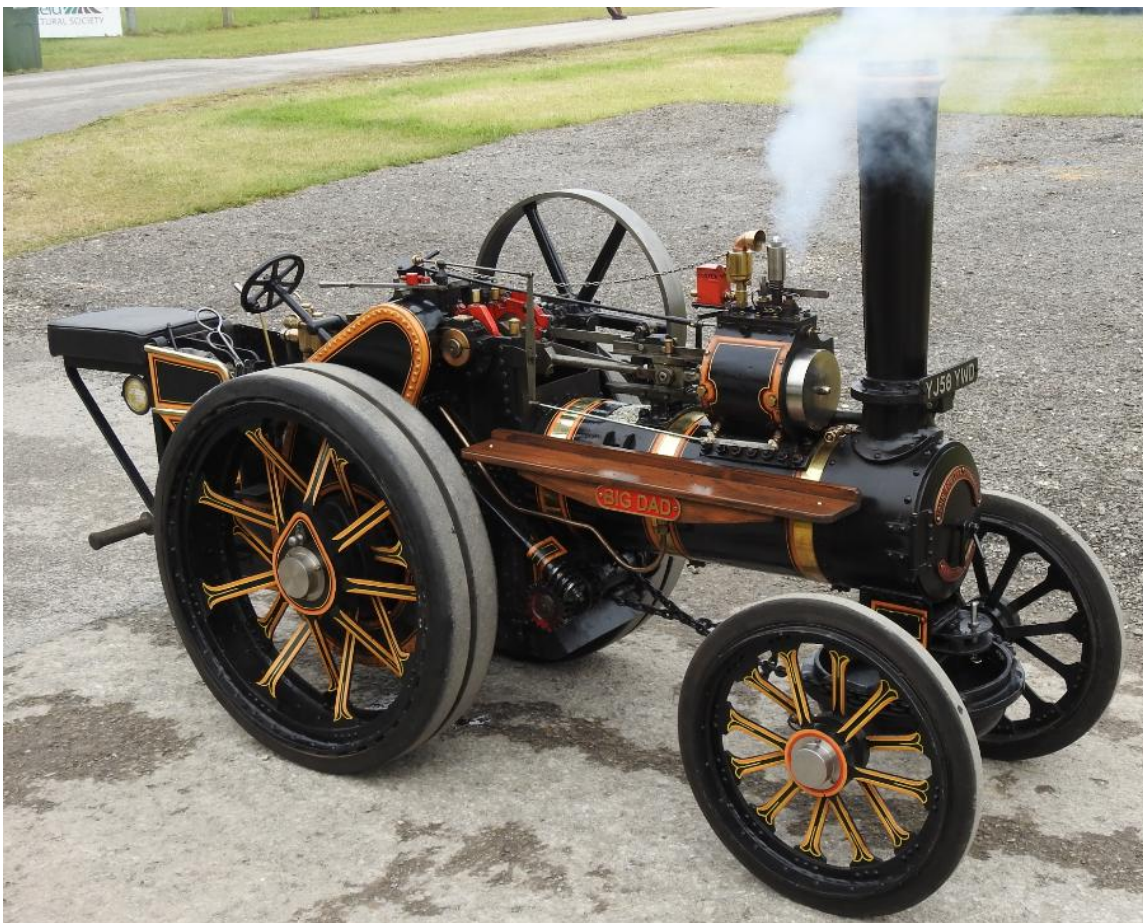
The "Advance" roller was designed to have quick reverse to avoid making dents in Tarmac.



One of the younger members of the Wallis crew was hungry...



“Big Dad” was the rapid 1/3 full-size Fowler seen earlier...



Now this was something else! A steam motor bike!! I recall "*Chuck, the Muddle Engineer*" had one not unlike this...



He'd originally intended to make the boiler form an acetylene cylinder, but was advised against it. The smokebox, however, was once an acetylene cylinder! Karen is admiring it too...

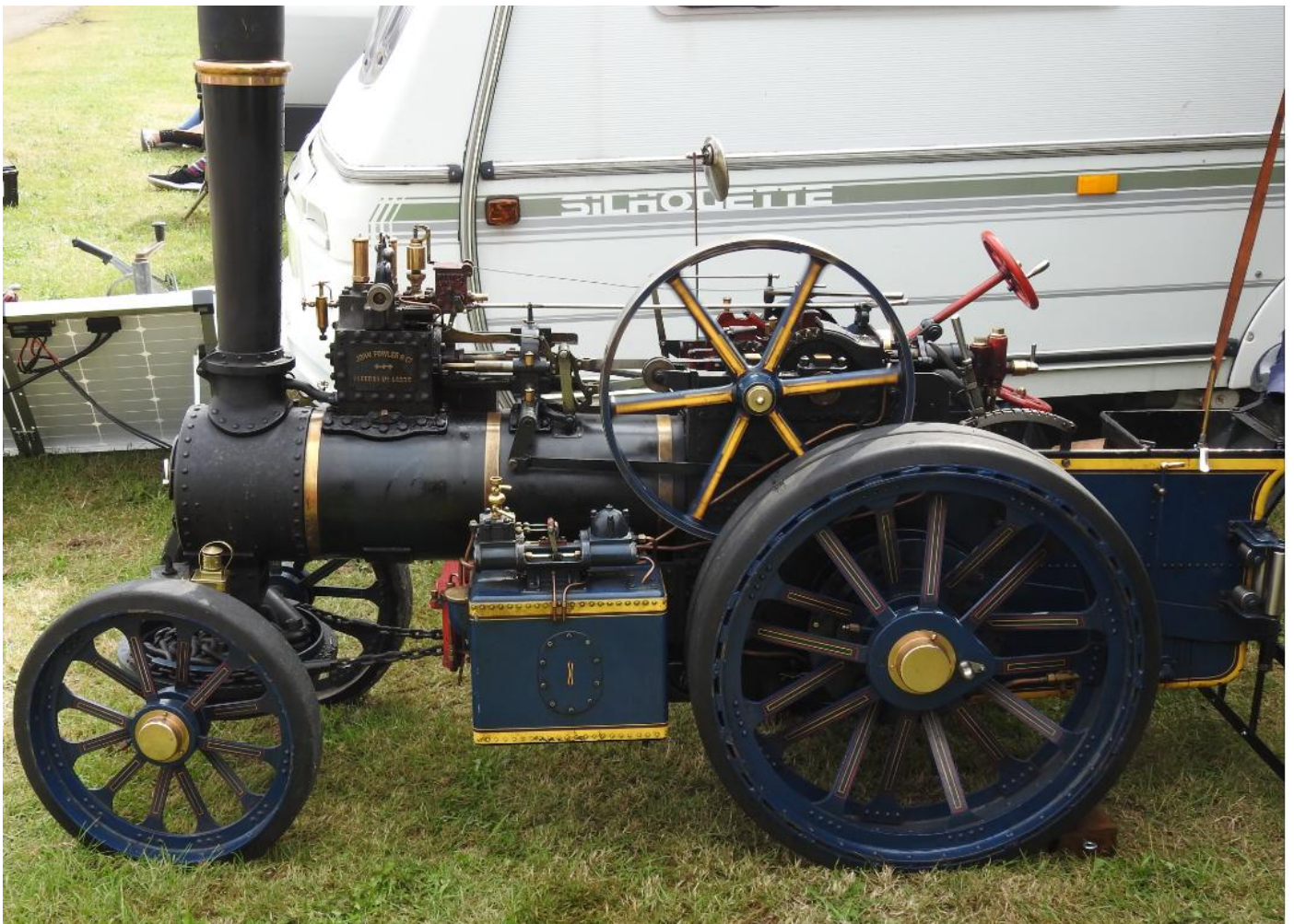




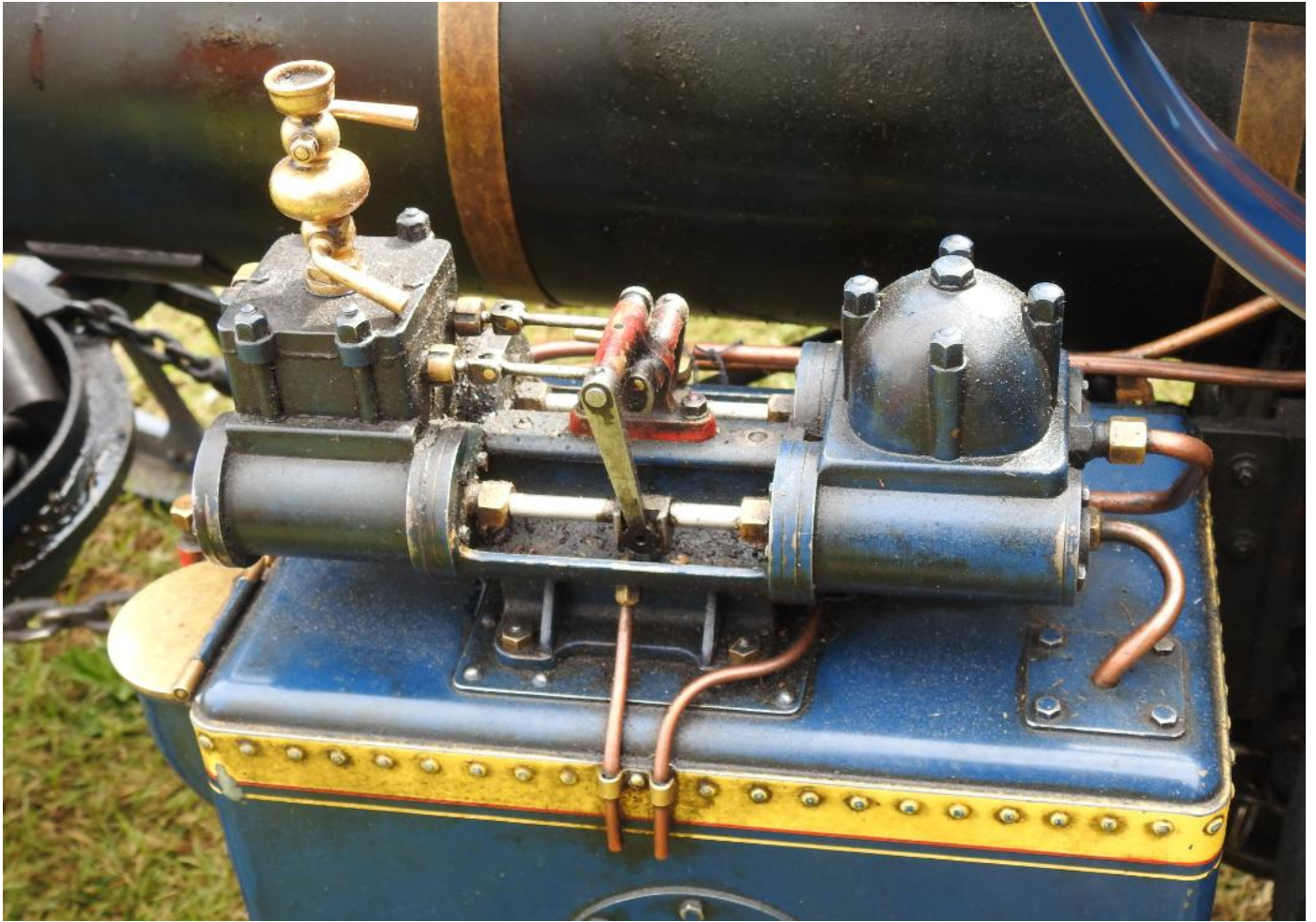
Not road legal, unfortunately. Wheels are from a Fergie tractor with the spokes welded into the rims.



Another 4" to a foot Fowler...



...this one with an interesting Worthington steam pump on the belly tank.



4½" to a foot Foden steam wagon...



An early Combine; a 1961 Claas Europa. Note the air-conditioned cab...



His 'n' Hers Fergies...



There was a portable track running; a 7¼" G outfit with a *Holmside* providing the motive power.



There wasn't much of a run – although it sloped up fiercely at the far end – but he was charging £2 a ride.



There were some of the usual craft stalls inside... And Yorkshire Model Engineers (Hull) had a stand outside too.



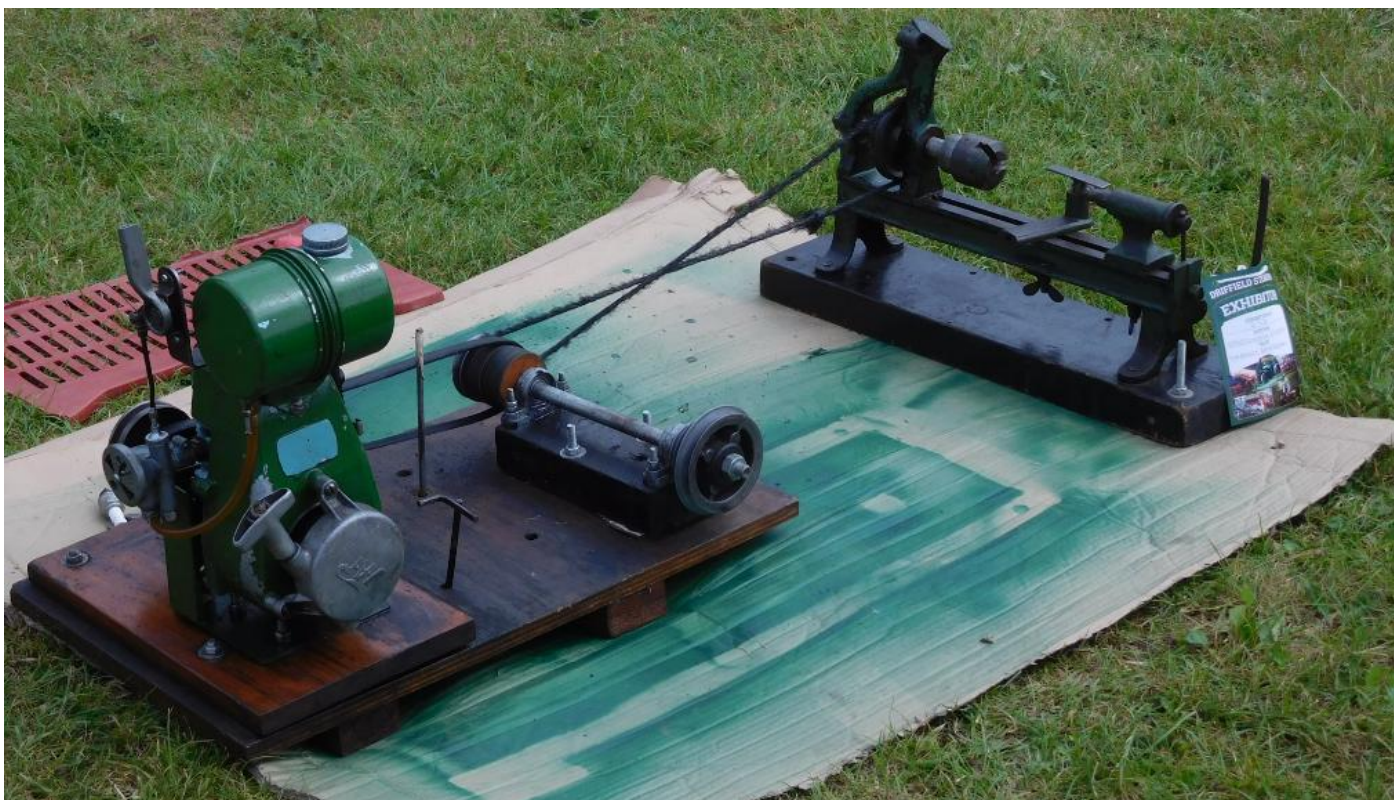
4" to a foot scale Burrell Single-crank compound...



There were several stationary engines; this is a Blackstone.



One way of powering your lathe... the knotted string is absolutely W. Heath Robinson!



More of what my kid sister used to call "Sneezy Engines":



It takes all sorts to make a rally...

Cars now – and a Healey 3-Litre..



Mk.2 E-type; personally I always think they look better than the Mk.1, even though some rather look down on them.

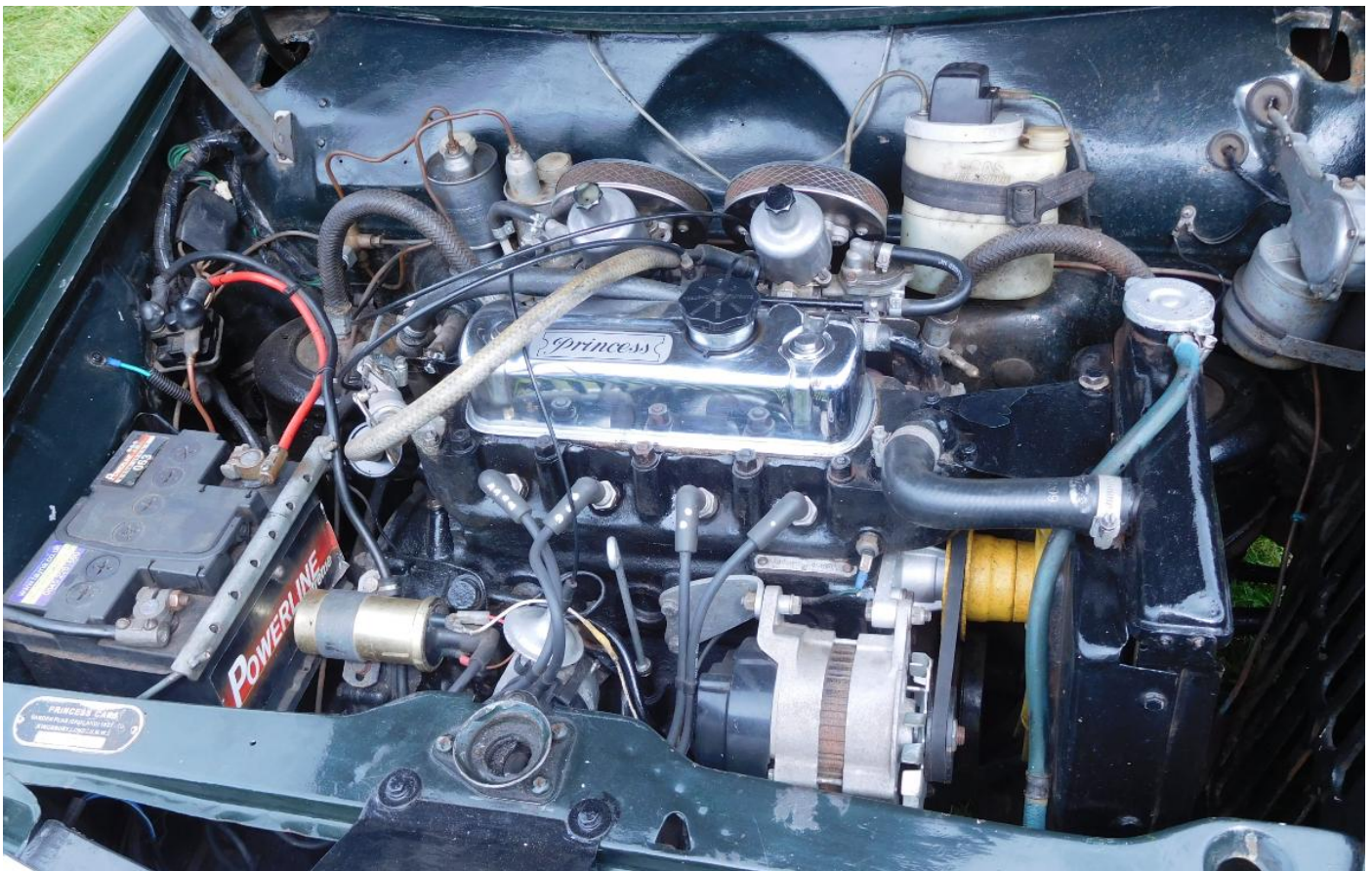




Vanden Plas Princess 1300....



Essentially a Morris 1300 with twin carbs and some posh upholstery. And a flash radiator grille...



From an A series engine to a B series, which looks a picture...



MGB, of course.



I strongly suspect it didn't leave the factory in this colour, an Austin 7 "Chummy". It was sold recently for about £15000.



A 1912 DeDion Bouton...



...and one of my personal favourites, a Triumph TR6.



Lovely-looking car... I wonder why there's a tow-bar fitted?



A rare 4-wheel BMW Isetta...



It was even RH drive! My mother had a Heinkel many years ago (it still exists somewhere) and that was LH drive. Mum once crammed herself and nine kids into it and took them home from skool in a rainstorm. You could do that kind of thing in those days...



I had one of these – and Austin Maxi 1750.



Morris pick-up truck...



...complete with signwriting on the rear...



Bygone Bikes had a display... and yes, I rode one once!



Wonder how much this contrivance weighs? A lot more than three of mine, I imagine!





I was sure they were all green when they built them... and it was amazing how often they appeared in the James Bond films in the baddy's secret cave...



More "Badge Engineering" – a Riley Elf version of the Mini with a larger boot and walnut dash.



Ford Escort 1600...



1946 MG TC.



Probably a bit quicker than the MG TC – a Trabant!



This must rank as one of the most horrible-looking cars of the time – the Austin Metropolitan... Ugh!



Back to the steam interest... the "New-Build" Foster Wellington tractor was first registered in 2009.



The Wallis roller again... the crew have finished their meals... The engine is No.8058 of 1930, "Ambition".



Line-up of engines in the arena.



AEC Mammoth of 1959:



And a Scammell Explorer – ex REME.



Whacking great thing... I have a Matchbox model of one somewhere in the attic.



The gallopers have both a centre engine and an organ engine, but neither seemed to be working today. Electricity supplied from somewhere else, presumably!



The SCC Burrell looked really good with prototypical traction wagon and water carrier.



What else? Classic perambulators, anyone?



Bridlington Model Boat Club had a show...





Nice RNLI job...



They're not exclusively boats; the little Field Marshall tractor looks very small in comparison to an equivalent steam traction engine that would have been used to power this set-up.



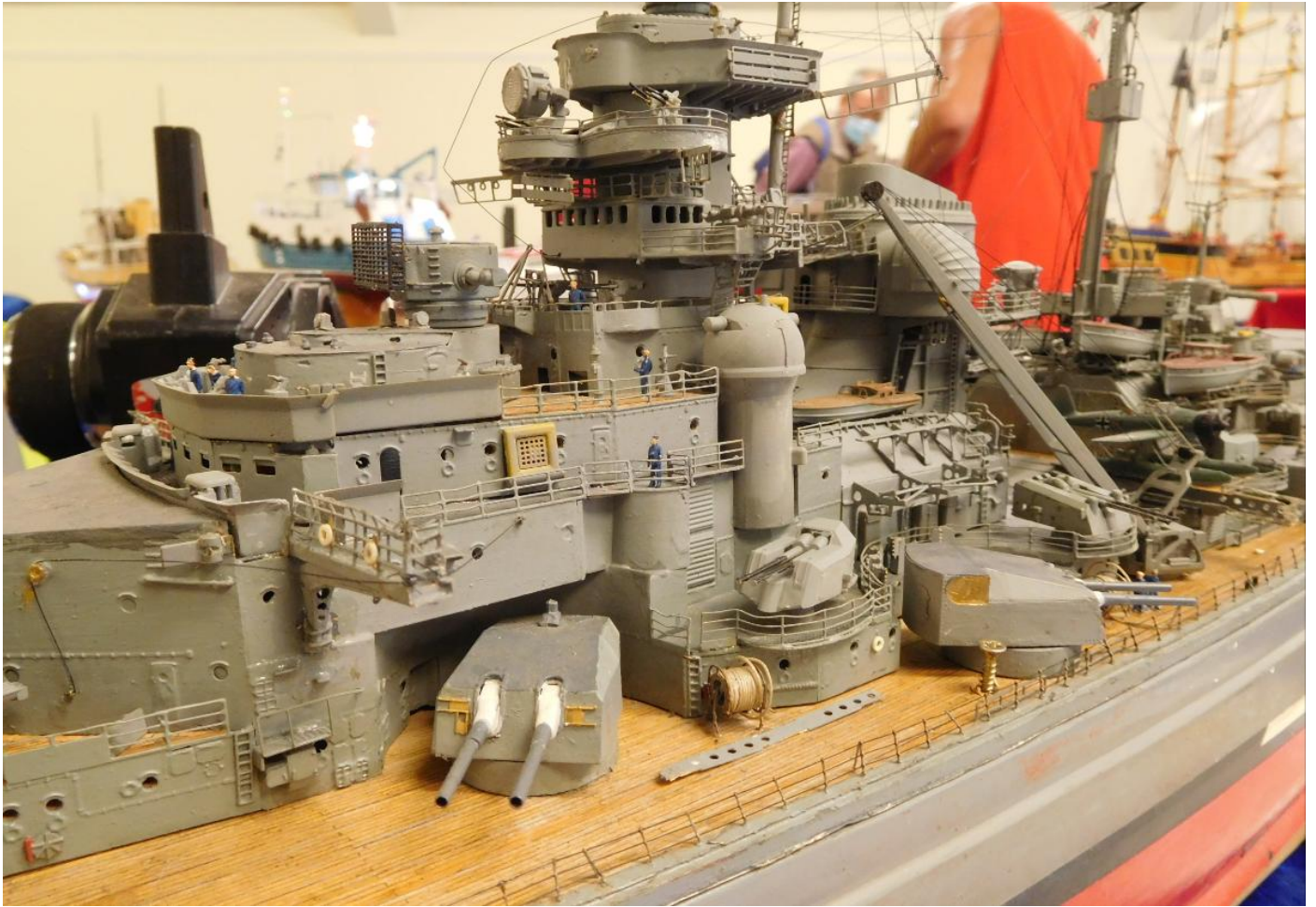
Back to the boats, and HMS Hood...



...with its nemesis KMS Bismarck. Both of them ended up at the bottom of the sea within a few days of each other, and both have relatively recently been discovered and photographed by deep-sea submersibles.



Blimey there's a lot of stuff on a battleship.... Bismarck again.



Can't believe how top-heavy this ferry looks!



Karen's favourite exhibit was this Police launch.



Excitement! Ladies' Steering race. On the left was a roller, on the right a former roller...



Last minute instructions...



Unsurprisingly, the Burrell got to the turn first.



The Aveling was still turning as the Burrell headed back. No surprise there... I imagine they might have altered the gearing on the Burrell, too.



Ominous black clouds were starting to loom over the fun fair...



The combatants head back out of the ring. Note the flowers...



First Rally in 50 years!



Splendid. Always good to see a “new” engine. Built in 1899, No. 4403 is a Class R10 roller.





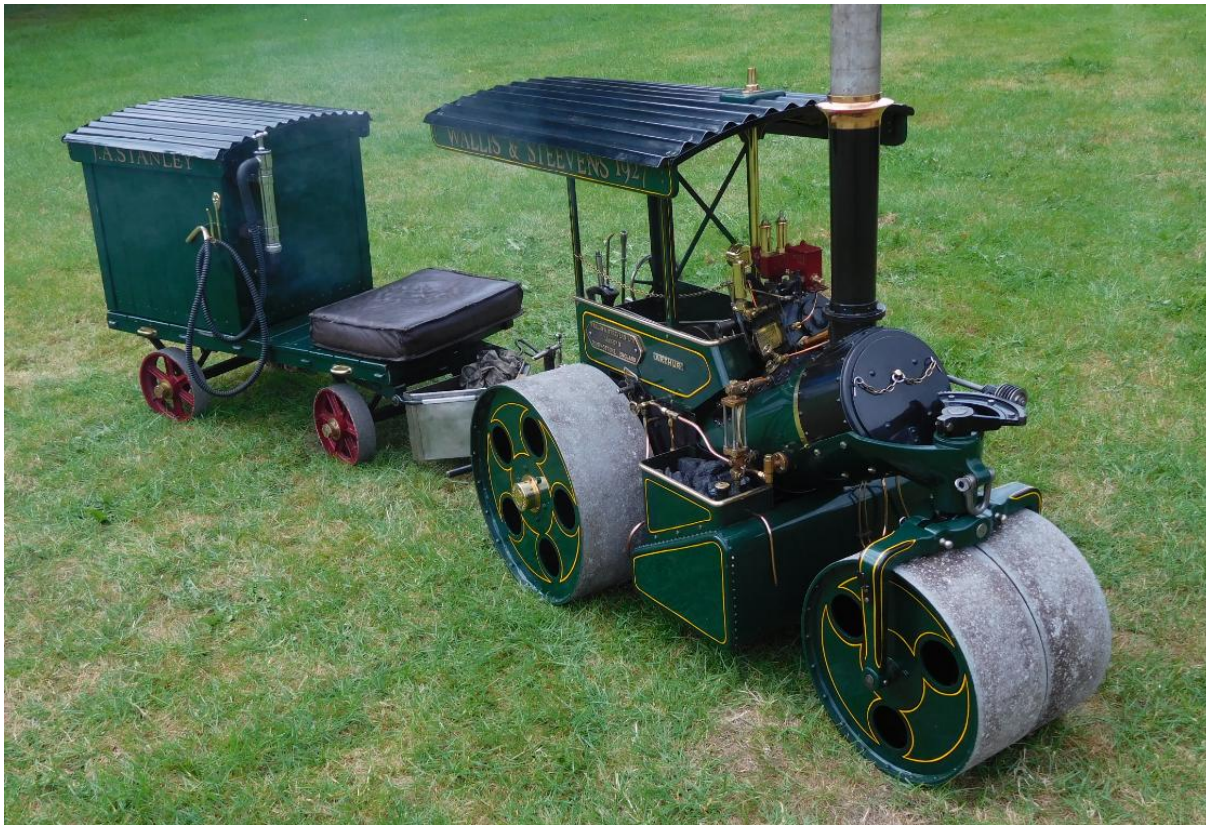
The Burrell heads past...



On our way back to the car now, but here's the Marshall 35554 again...



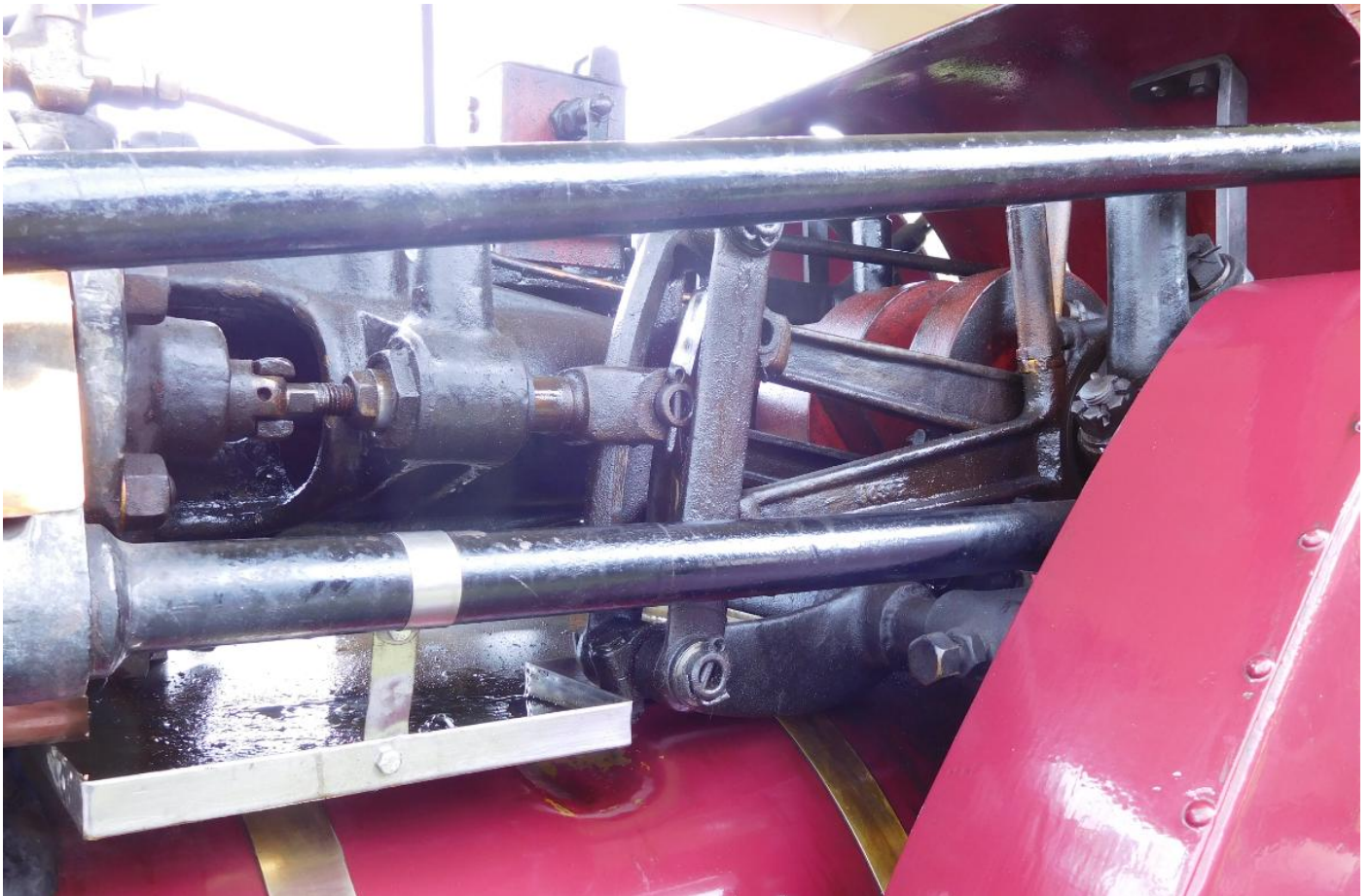
The Wallis "Simplicity" roller; the boiler is cylindrical with a plain cylindrical firebox. Driving trailer looks well.



The Robey Tandem roller again... No. 6255 of 1924.



...detail of its motionwork:



Matt Childs' Aveling roller, which he brought back from Thailand a few years ago.



No.9303, built in December 1920, class BTD.



Series 1 Land Rover...



And an American laFrance Brockway Torpedo fire engine of 1919.



Snow Trac, towing a Snow Tric skidoo...



One for Rodger... it's some kind of military machine, not in the programme...



Procession of BMC cars, from the days when you never saw a Japanese vehicle.



Spanking Ford Escort Mexico Mk.1



And finally... a 1929 Austin C Cab 2/5cwt van.



Comments? We queued for quite a while, so our pre-bought tickets didn't help much. Entrance and exit arrangements for both pedestrians and cars were not of the best. Toilets were good and in at least three places. Rain held off until we were well on the way home, and then it was fast-speed wipers and slow down to see where we were going. A few miles later, the roads were bone dry.

So a good day out; first time we've been to this particular location, and we'd probably go again but maybe in a couple of years.

Nigel