

THE GT BEDWYN POST

News and Views

From and For

Members



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June 21st saw the show to commemorate 'Wartime in the Vale of Evesham', (actual venue unknown)



Hi Chris ,

A Mrs Judith hillier sent us a lovely letter thanking us for our WW1 event. Judith is a long time supporter of ours & up until this earlier this year I didn't know her husbands WW2 story & with D-Day 70 going on I thought you might like it. I will try & forward it on by another web site, if it fails could you look up George Hillier s.o.e. in your search engine.

It's a fascinating story (what's not on the page is the french gave him a cottage) Judith is wife still uses it to this day.

Regards Gary&June

Note not sure about copyright issues so check yourselves if interested at

<http://nigelperrin.com/georgehillier.htm#.U6kQ-ly9KSM>

June 25th

Hi Chris,

On Wednesday 25th June the Monday Gang visited the Welsh National Collection at Nantgarw. The collection is in a modern building on an industrial estate. It is basically a store for items not currently on display in a museum.

It is not normally open to the public but they do allow group visits of up to 20 people. Our group of 16 was divided into two and the group I was in first visited a rather clinical workshop where a young lady spent her day cleaning silver from various collections. She also made displays for use in museums to aid a particular theme. We then moved into the storage area where all items are catalogued and palletized on racking. One item of note was the original engine from Babs, the World land speed contender, that crashed on Pendine sands killing the driver J. G. Parry-Thomas in March 1927. It was always said that he was decapitated by a broken drive chain but this is now disputed. They also had large piece of Welsh coal on display. Now there's fascination for you! After an excellent lunch at a local pub we resumed the tour. My group started in the transport section. Items were supposed to have been made in Wales or have strong connection with it. When the curator was questioned about some items he did struggle to give a good explanation of the connection. I had invited my nieces husband for the visit and it was coincidental that he has been commissioned to right a history of Gilbern cars which were made in Wales. They have three variants of the marque on display and he will be returning to do a more in depth study. They do allow single visitors for research. They had a range of motorcycles but it was difficult to find the Welsh connection. A steam roller and a traction engine also fell into this category as neither was made or used in Wales. A Cardiff trolley bus and a double decker bus did show a strong Welsh history.

Our group then moved into the stationary engine store. An interesting display was a Waddle fan engine used for ventilating the coal mines. This particular example drove a fan 42 feet in diameter! The engine that drove it was a twin cylinder horizontal but it was only ever used as a single cylinder. If one cylinder or its valve gear should fail the connecting rod and the valve rod could be quickly connected to the good cylinder. I would guess that could have been done in 15 minutes or so. Waddle stayed in business until 1970 refusing to believe a much smaller high speed electrical fan could do the work of ventilating the mine more efficiently. They also had a number of smaller stationary engines and a lot of historical farm machinery.

Brian

Thanks Brian.

June 30th

The other week Gary took a D-Day Veteran for a ride in our truck. His name is Bert Williams and is 93 years old. He lives in Calne and served with The Royal Army Service Corps where he maintained Bedfords, which incidentally our truck is and served with the RASC during the war as well. He had just returned from the D-Day commemorations in France with his wife. He also was on Montgomery's personal staff and was at the Signing of the surrender of Germany. He and his wife Cynthia are a lovely couple and made us very welcome in their home. It was an honour and a privilege to have met them.

Thanks June see next page for pictures



Gary with Bert Williams



Bert and fellow visitors return to the Beaches

July 5th was Bratton Chrch Fete

Hi Chris,

Not sure how many watch BBC2's Egg Heads quiz but Daphne Fowler was a member of the resident team for many years. Now retired she did however find time to open Bratton Church Fete. They made a profit of £2600, quite amazing for a small village. It rained until the fete opened at 2.00pm and started raining again at 4:30pm when the fete closed. Perhaps someone is looking after us!

Brian



Thanks Brian

July 13th saw the Open Air Concert at Leeds Castle. The 'Garrison' were there with their 25 pdrs



June ready to Fire



Line up of guns

Hi Chris,

On Wednesday evening 16th July I was one of a party who visited a collection of steam engines made by a Devizes company called Brown and May. The collection is run by a husband and wife team who in their spare time run a plant nursery. I was unaware of Brown and May until I went on a visit to Palmers Brewery in Bridport where they still have a Brown and May vertical steam engine. It is no longer used in the brewing process but is capable of running.

The Brown and May Company was quite successful and employed 350 people. It was in business from 1854 to 1913 and was the biggest employer in Devizes. It was on the site of the Morrison Supermarket in London Road. Its products were sold Worldwide. There is a Brown and May traction engine in Australia. One also remains in Lincolnshire. In the collection they have six Brown and May engines all in nice restored condition. They also have examples of engines from other manufacturers. They have a large Marshall stationary engine which ran all evening at about 150 RPM in almost total silence. It had been restored to a better than new condition. Close by was a Stanley steam car which looked little different to a conventional petrol engined car of similar vintage. I said I saw an older Stanley steam car on a farm visit a few months earlier and our guide said that belonged to them as well. Readers may recall my Grandson behind the wheel.

Outside they have the components of a pumping beam engine with its pump and 20ft diameter flywheel. Yet to be restored!

A more modern exhibit was a Triumph Rocket 3 a 2.3 litre monster with 3 cylinders. The husband keeps it in the lounge! Where do you find women of such tolerance!

They have a well equipped workshop with lathes, millers and a horizontal borer. They also have a guy who does all the boiler work for themselves and others. He was called into Ables shipyard to stop the Medway Queen leaking before she was towed back to the Medway.

A fascinating evening



Thanks Brian

Sunday July 20th was the Highlight of the year , so far , our Cosford Trip. The proposed timetable was beaten all ends up and that was a very good start to another great day. I think in the end 14 made the trip an enjoyed terrific weather (almost too good) A picture below of our transport well driven by our own pilot Mike, WELL DONE.





The Devon and Pembroke aircraft pictured above, both served part of their flying lives at RAF Andover, where as a boy or teenager they would have flown over mother's house on the glidepath into the 'field'. They also used to fly Ansons from there but the example in the hangar did not serve at Andover.

Friday 25th July was my 'birthday treat' from my son Andy (who came to Cosford) , this year it was a trip to the Silverstone Classic, and the weather continued to bake us. The cars performed well and a great day was enjoyed.





Sometime around the 29th July there was a World War One event , pictures from June



Errol and Percy with models from Marlborough Club and Gary with his display of model Figures



July 30th

Hi Chris,

I had a phone call this morning asking if I wanted a flight in a light aircraft. A guy in Bratton has his own aircraft but this morning was flying to a farm near Swindon to refuel a friend's 4 seat Robin before a group take their individual aircraft to Jersey for the weekend. After manhandling the aircraft to the end of the air strip he did all the pre-flight checks and waited for all the temperatures to be reached. We had a 2 hour window before the aircraft from RAF Marham started attacking the Imber ranges! We were soon airborne and flying over Devizes and then Lynham. He soon said there is the airstrip straight ahead and I said "Oh yes" but in reality I could not see it! As we lost height I did eventually see it along the edge of a field. After landing we taxied to a wooded area where a sad looking ex RAF bowser lived. It appeared to be totally unused but in fact contained several hundred gallons of Avgas and a working pump and meter. We earthed the aircraft to the bowser and filled its three tanks. After completing the paper work we were soon airborne again and heading home. We arrived back at Bratton at 11.30am before the Tornados could shoot us down! I was picked up at 10.00am and back by 11.45am. Not much longer than it would take me to drive to Westbury and fill the car!

Not a bad morning for something out of the blue or perhaps into the blue!

Brian



During the last week of July Brian sent out a mysterious email regarding a vehicle 'meet' at Longbridge Deverill. I finally managed to get the 'gen' and decided to attend and it was a real treat for anyone with even a slight interest in cars or transport. It was due to start at 5:00 pm but when I arrived at quarter to, I was behind what seemed like thousands of other like minded folk. It was a treat to see vehicles from my youth and car mad years with some, older and younger.



The 'black' beer tent to the right of the top picture was selling a marvellous bitter at £3.10 and for a totally free event, great. I actually have a model of this actual Bedford OB Duple coach in my diecast collection.

DIARY OF FORTHCOMING EVENTS : -

August 30th - Post BBQ at post site

October 9th - Curry Night at the Taste of Bengal, Devizes

November 9th - Remembrance Day

November 11th - John Drewitt's vehicle meet at Bratton

November 22nd - Wadworth's Brewery Visit - Contact Errol to book.