

THE GT BEDWYN POST

News and Views

From and For

Members



Issue Number 19

October 2014



The Vulcan pictured at Bournemouth Air Show shortly after 'flying past' BBQ Site. (Pic courtesy stevegrittphotography)

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Brians 'Week Enders'

BBQ

Fine weather prevailed for the Group's 3rd Annual Barbeque and this encouraged a record turnout of 117 compared to 64 last year.

Gary and June cajoled their military vehicle enthusiasts to come along and they and similarly minded enthusiasts of other types did us proud with vehicle displays in the 'car park' (actually several acres of field left unplowed by a very co-operative landowner).

The motorcycle contingent included a 1916 Triumph, Harley, Norton and Ducati machines alongside a couple of three wheeler cars ?

The military vehicles included Land Rovers series 1, 2 & 3, an Austin Champ, several jeeps, a Dodge Command Car, an Austrian Pinzgauer (still used by the Austrian Military today).

The 1930 Australian Plymouth which also attended, is unusual as it is in RH Drive configuration.

We were lucky enough to get a flypast by the Vulcan (within a mile anyway) and a Dakota in D Day markings both on their way to airshows at Shoreham and Bournemouth.

The themes for this year were the 70th anniversary of D Day, with of course the 'Seaborne' commemorations, Arnhem 70, WW 1 100 years and 25th anniversary of the fall of the Berlin Wall.

Special guests for the event were two D Day veterans and their wives, Bert Williams 93, from Calne who served with the RASC and George French 89 from Swindon an ex KRR man and we were honoured to have them with us.

Howard Harding and his wife Sue, who are 1940s re-enactors did their ROC, SOE period dress display and Howard was on hand with his bugle as required and for the Last Post.

Lynn Orchard was again employed at the 'Bedwyn Grill' and food was as usual excellent, so many thanks for her participation and also to her partner Bob for the loan of tables.

Gill Cook and Grace Williams 'strong-armed' monies from all for raffle tickets which went on for hours (or so it seemed).

Jenny Morris said a few words regarding the 'Seaborne' Role and other ROCA snippets.

Many thanks also go to Dee at Bedwyn Stores for the supplies consumed eagerly, to Andrew Stone , landowner, for the use of his field.

Finally thanks to members of the group for their assistance, and to everyone who attended.

THANK YOU

Gary and June.

PS a final profit of £186 was made towards the cost of the preservation of the Post itself and maintenance of the site.

(email from landowner.)

Hi Gary and June

Your always welcome to use the field, I see you had a good turn out and the weather was kind to you
Planning ahead the field will be planted with wheat again next year if all goes to plan just to give you some idea of timing for next year

Thank you for leaving the field tidy as you always do

Hope you had an enjoyable day

Regards Andrew





John Drewitt's trip to the Isle of Man.

Gladys & I decided to have a trip for a few days to the Isle of Man to have a look round the island, I have always been very interested in the Steam Trains, Horse Drawn & Electric Trolley buses, and have a very small gauge little sit on Steam Engine myself.

We set off from Westbury train station and after a few changes, arrived in Liverpool, where we boarded the ferry which took us across to the Capital of the Isle of Man, Douglas. Leaving the ferry we walked towards the sea front. The view is beautiful and to our delight what showed up next was even better. There in front of us were two carthorses pulling a tram. We had decided before we arrived that we would have a ride on a horse drawn tram and in due course we did get on one. These trams are pulled by a single carthorse and go all the way along the front to the farthest end and back. The older horse do two trips a day and the younger ones three. They have a total of twenty five horses and a delight to see. Having been involved with horses all my life it was a marvellous to see them at work.

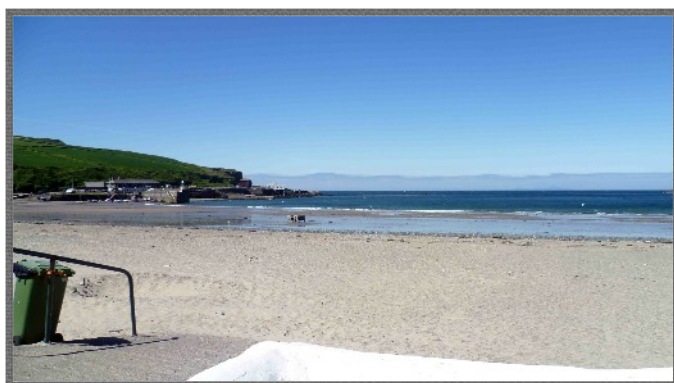
A little way along the front on your left are the railway lines where the steam trains still run. They are not normal size being only 3ft. gauge. There are a number of engines working these lines carrying both freight & passengers. It is the longest narrow gauge railway in the world & ends up in Port Erin on the west side.

Back to the front and you have the beautiful view of the sea on one side & all the posh hotels, guest houses and private homes on the other. It gets very busy when the TT Motor bike racing season is on. The whole front is lit up with what would be called old lights and they look ten times better than the rubbish looking things we have at home. On past the Hilton Hotel to the Derby Manx Trams Electric Railway Station where we boarded a tram for the journey to Ramsey, 17 miles away. We stopped at some very interesting places along the way, first stop was Baldrine then onto Lexey. Driving on the I of M. must be rather interesting as the electric tram lines run with the road, there are no barriers & only a sign and road markings where the lines actually cross the road. Interesting to know if there are many accidents on these roads?

On arriving in Lexey & getting off the tram we make our way to the Electric Mountain Railway cars to take us up to the top of Snaefell, the highest mountain in the I of M. at 2034 ft. The 4 mile rail link was built in 1895. On the way to the summit you pass some very high T.V. & Telephone Masts. Now is the time to have a good look around & have a hot drink at the café, then look at what you can see. It is said you can see 6 countries on a good day namely England, Scotland, Wales, N. Ireland, Eire & of course the I of M itself. Then it's the winding track back to Lexey, where it's off the tram to look at the Lexey Water Wheel or called Lady Isabella which was built in 1854 to pump water out of the Lexey Mines. It is the biggest water wheel in the World, it is 75ft high and truly a Spectacular site to see. Then it's back on the Electric Tram to Glen Mona then on into Ramsey, the second largest Town on the I of M. This is as far as the electric trams go. Ramsey has a lovely sheltered harbour for all the boats., there are some lovely views & walks as well as all the old buildings. Then it's back on the Electric Tram & the lovely scenery all the way back to Douglas Manx Station and catch a horse drawn tram back along the front towards the harbour and then leave the horse drawn transport & make our way to the 3ft. narrow gauge steam railway station. It is the longest narrow gauge in Britain & goes to the port of Erin on the West side of the Island. The Steam Engines haul four carriages and the line is approx. 15 Miles long. These engines were used in making Thomas the Tank Engine films. Off we go, this engine is a little bigger than the one I take children for rides around the playing fields back home! Then it's the first stop is called the Cock Pheasant Santo Station because, there is a very large evergreen box carved out like a Pheasant & beside the Station is a privately run narrow gauge Steam Engine. Then it's onto Ballasalla Station, then Castletown, Colby is the last stop before the end of the line at Port St. Mary's Station & finally into Port Erin, the end of the Line. There is a very good Railway Museum, & the view out over the Harbour & out to sea with the sun setting is spectacular. Then it's back to Douglas.

There is one thing the I of M is renowned for & that is it's T.T Motor Bike Racing Circuit. I had wanted to look at the track they use and we were in luck as a friend of ours, who lives on the I of M, offered to take Gladys and me around it in her car & an eye opening trip it turned out to be. We

drove to the main Starting & Finishing Stand, then on round the circuit, a very dangerous track as it's just the normal everyday road. You go into what look's like a tunnel but is just overgrown trees and it's dark and the bikes go into this at 120 M.P.H or more. There are sharp corners, wall's alongside of the track and the normal obstacles you come across on a road, not bad in a car but travelling at over 100m.p.h. very frightening I would think. A few of the really bad corners have thick padding on the safety barrier's but not a lot of help at these speeds. It's no wonder, over the years ,a number of riders & spectators have been killed. I would like to see some of the real racing some time in the future but for now it's back home to dreary old Wiltshire after a very lovely few days looking round the beautiful ISLE of MAN.





Group Members Tour WW 1 Belgium

Gary and June, Errol and Gill, and Rodney went off to Belgium to visit various points of interest from the First World War.



This plaque marks the spot where the first British shot was fired



Spot commemorating the first VC



The 'group' in St Symphorien Cemetery



Group at Fort de Liezele



At the Menin Gate



The Last Post



Location where the Last Shot was fired

Arnhem 70

Gary and June took their truck across to Arnhem along with many other military vehicle enthusiasts to commemorate the 70th anniversary of this battle.



Hi Chris, ,

I went to a grass track meeting at Bridgewater on Sunday 7th September. My daughter's partner, Shane did grass track racing regularly some twenty years ago with his brother Kev. After a few drinks a suggestion was made that they would give it a go again. They borrowed an outfit and entered the event. Four qualifying rounds taking two seconds and two thirds gave them a chance in the final. Unfortunately the carbs flooded and the did not start the race. Very disappointing after doing pretty well after such a long time away from it!

In the photo Shane is hanging over the back wheel, with Kev trying to keep it going in the right direction. Not too much detail about the outfit other than it had a 1,000cc 4 cylinder Yamaha motor and as usual no creature comfort like padded seats for the driver or passenger.

Looking around the paddock at the solo's there was no sign of any JAP engines that would have powered most grass track bikes back in the 60's when I last went to an event. They were mostly powered by Jawa engines and these in turn are being replaced by an Italian motor. Nothing stays the same for ever!

A different Sunday afternoon compared to vacuuming, dusting and polishing although Susan is very good at it!

Brian



Hi Chris,

Saturday 6th September was open day at Westbury Fire Station and I was instructed to be there! It was actually quite interesting! We watched the removal of a car roof using specialised hydraulic cutting gear. They have five devices, a giant ten snip, an expander, a rotating cutter and two hydraulic rams. They cut the lid off quite neatly and then prised the fascia away from the driver to allow easier access for the ambulance crew to attend to those in the front seats. They also fitted a protective cover over the steering wheel should the air bag fire. In the wrong situation the airbag can kill you! One of the firefighters told me that the equipment operates at 15,000 p.s.i. but I think he had used one to many zeros. There were a number of different demonstrations during the day.

The grandchildren enjoyed climbing about in the cab of engine and little Georgina had a go on the fire hose but her elder brother Oliver would not go near it!

There was the usual range of stalls with cake, hot dogs and drinks. They also provided good weather.

Just as I was told to stand down I was talking to a guy from the Corsham station who, as a crew member, had brought their Scania engine to Westbury to cover. I asked if all stations in Wiltshire used the Scania and he said they do. However if they have to go to Bath they use different engines and if you have to help a Bath crew things are in different places! The whole of the country uses different vehicles whereas in Scotland they use the same vehicle. Asking about the cost of a new fire engine he said they were about £250,000f a throw but they are now leased from Scania for twelve years so probably cost more! The fire engines were originally made by Dennis and their nameplate still appears on the back of the Scania's but nobody knew why. They are talking about standardising on one engine but only talking!

Brian



See next issue for : ‘Curry Night Casualty List’, Wadworth’s visit report and any other items put forward.

DIARY DATES

November 8th - John Drewits Car ‘Spectacular’ at Bratton.

November 9th - Remembrance Sunday

November 22nd - Wadworth’s Visit

December 13th - Christmas Dinner at Devizes - **Dont forget to return menu to Erroll by 11/11/14.**

Many thanks to all contributors - Keep it coming.