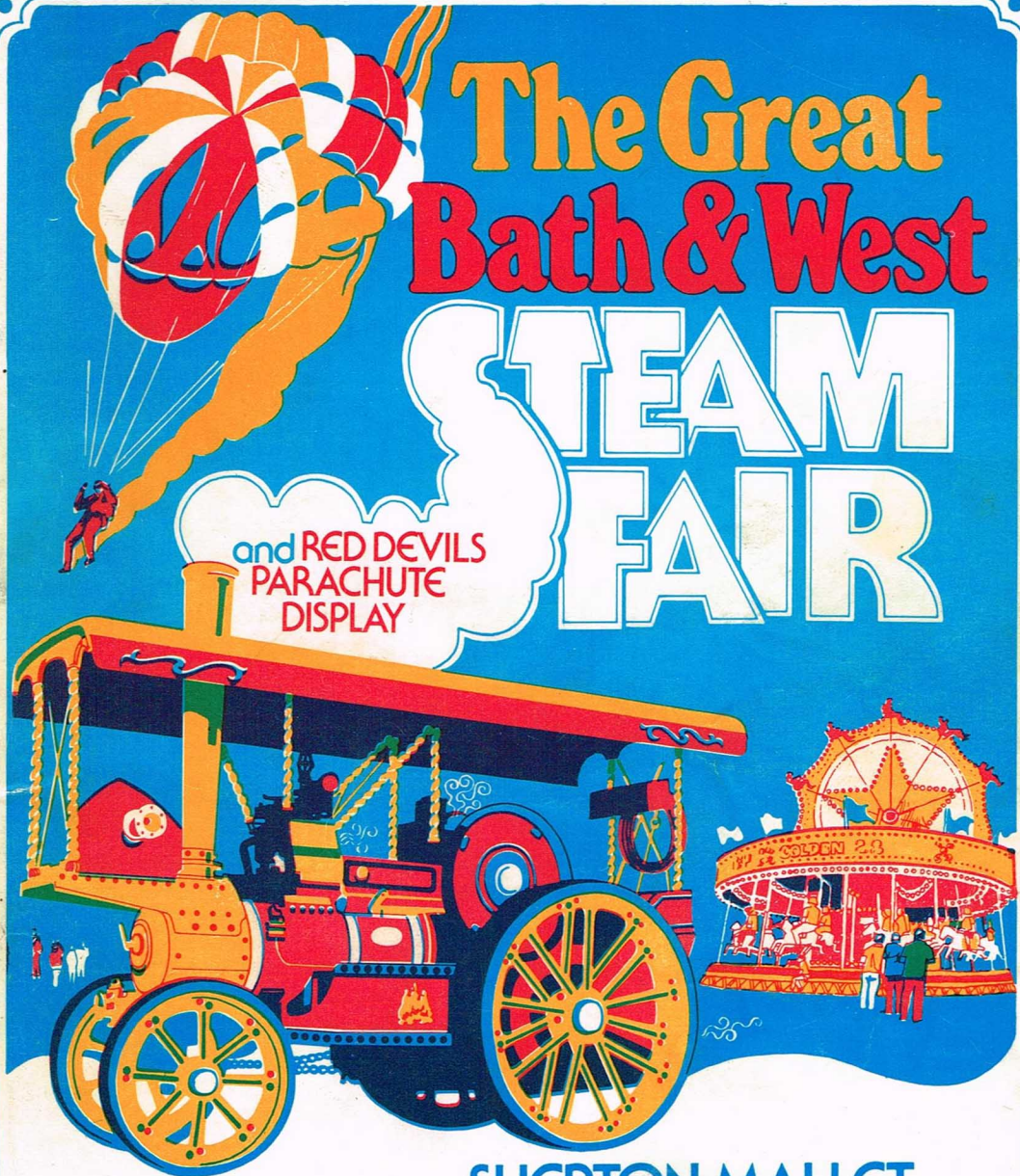


The Great Bath & West

STEAM FAIR

and RED DEVILS
PARACHUTE
DISPLAY



SHEPTON MALLET
JULY 7 & 8

Souvenir Programme 15p

GREAT BATH & WEST STEAM FAIR & EXHIBITION

SHEPTON MALLET JULY 7 & 8 1973

IMPORTANT

Every effort has been made to ensure the correctness of the information contained in this programme, but the Society will not accept liability in respect of any inaccuracies. The Society undertakes to produce written evidence of intention to attend the Event in respect of all exhibits mentioned either in pre-event publicity or in this programme.

**ORGANISED BY
BATH & WEST & SOUTHERN COUNTIES SOCIETY
3, Pierrepont Street, Bath**

Secretary: Major The Lord Darling, D.L. Assistant Secretary: John Davis, M.B.E.

Telephone: Bath 3010 and 61465

SOUVENIR PROGRAMME

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CHAIRMAN'S WELCOME

by

COLONEL ANTHONY S. BULLIVANT M.B.E.

Chairman, Bath & West & Southern Counties Society
Steam Fair Committee

Welcome to The Great Bath and West Steam Fair.
We hope you have a wonderful day of interest, excitement and fun.

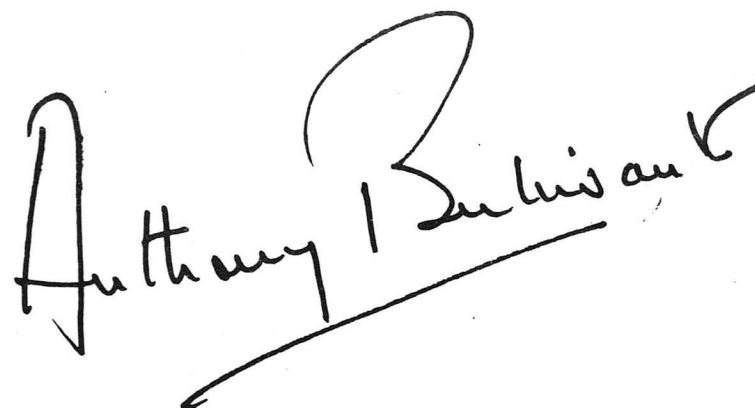
We started our Great Bath & West Steam Fair six years ago - in 1968 - as part of our World famous 196 year old West Country Show - 'The Bath & West'.

Last year we made 'The Great Steam Fair' a Show on its own. This year it has doubled in size and trebled in interest.

Gathered together here are hundreds of marvellous exhibits, from the fashionable and practical horse drawn vehicles of the past, the magnificent Showmans Engines, the exciting past tunes and thrilling mechanical rides, to the more modern but still veteran and vintage cars, tractors and past paraphernalia of our life.

Many of them, when new, were exhibited at the Bath and West over the years since we started in 1777.

It is our aim each year, at our Great Steam Fair, to bring before you some of the wealth of interest, excitement, scientific nostalgia and glory of an age now past, but remembered with pride as part of our wonderful heritage. We do hope you enjoy it and join with us in thanking all who made it possible.



GREAT BATH AND WEST STEAM FAIR AND EXHIBITION PROGRAMME OF EVENTS IN THE MAIN RING

Saturday, 7th July:

- 2. p.m. Parachute display by the Red Devils.
- 2.50p.m. Veteran Car Costume Competition.
- 3.10p.m. Parade of Tractors.
- 3.40p.m. Parachute Display by the Red Devils.
- 4. p.m. Grand Parade – 'Transport through the ages'.
- 4.30p.m. Veteran Cars – Driving tests.

5.15p.m. Parachute Display by the Red Devils.

Sunday, 8th July:

- 10. a.m. Church Service (Fairground, or in Main Catering Pavilion if wet) – See page 54 for Order of Service'.
- 2.30p.m. Parachute Display by the Red Devils.
- 2.50p.m. Veteran Cars – Driving tests.
- 3.35p.m. Parade of Tractors.
- 4.05p.m. Grand Parade – 'Transport through the ages'.
- 4.35p.m. Parachute Display by the Red Devils.
- 4.55p.m. Veteran Car Costume Competition.
- 5.15p.m. Tug of War final.
- 6. p.m. Parachute Display by the Red Devils.

The Stewards reserve the right to curtail or vary the Ring Events as circumstances may demand

LIST OF STEWARDS AND OFFICIALS

Chief Steward and Chairman of Steam Fair Committee:–

Col. Anthony S. Bullivant, M.B.E.

Section Stewards:–

SHOWMEN & FAIR ORGANS:

C.G MARSTON.
J. ROSCOE

AGRICULTURAL ENGINES ETC.

R. HOBBS.
B.R. TORR.

**VINTAGE TRACTORS:
STATIONARY ENGINES:**

SHOWMEN'S ENGINES:

VINTAGE CARS & OTHER VEHICLES:

D. PILKINGTON.
G. CULLEN.
J. WHARTON.
H. MORGAN, R.T. ELLIOTT
AND OTHER MEMBERS OF
THE WESSEX VEHICLE
PRESERVATION CLUB.

HORSE DRAWN VEHICLES:

B.J. WICKS.
K.A. NOBLE.
R. NOBLE

MODEL EXHIBITION:

C.G. MARSTON AND
MEMBERS OF THE
WESTERN COUNTIES
FAIR ORGAN CLUB.

CAR PARKS:

MEMBERS OF WELLS ROUND
TABLE.

MAIN RING AND SHOWGROUND:

MR R.W. DREWETT.
MR F. KEEPING.
MAJOR B. SMART, M.B.E.
MAJOR C.C. STEVENS.

OFFICIAL COMMENTATOR:

D.L. ENDACOTT.

PERMANENT OFFICIALS

SECRETARY:

ASSISTANT SECRETARY:

CASHIER:

SHOWGROUND MANAGER:

MAJOR THE LORD DARLING, D.L.
JOHN DAVIS, M.B.E.
R. STACEY.
LT. CDR. P.R. KENYON-BELL, R.N.

**SOUVENIR PROGRAMME EDITED
AND PRINTED BY:**

J. MURPHY, AMUSEMENT WORLD,
6, Victoria Square, Portland,
Dorset.

Red Devils Freefall Display



The Team Commander exiting the aircraft over a show ground. Note the Aerial Commentary kit on the helmet, and the Drop Zone in the bottom left hand corner.

The Parachute Regiment's crack freefall team, the Red Devils, is now presenting its 9th season of death-defying displays to the public.

Beauty or the beast are a feature of the team's spectacular display. Beauty in the form of 20-year-old Corporal Jackie Smith, a member of the Women's Royal Army Corps, and the beast in the form of Red Fred, a gorilla who, when unmasked, turns out to be just another part of this highly skilled team of experts.

Members of the team — all regular soldiers — have thrilled crowds since 1964 not only in Great Britain but as far away as Hong Kong, Monte Carlo and Las Vegas. Each member of the team has made at least 400 parachute descents.

Weather permitting — both wind and cloud can put paid to the Red Devils' breathtaking display — the team will leap from a Britten-Norman islander aircraft at 10,000 feet and plunge earthwards reaching speeds of 120 mph and more. At 2,000 feet they deploy their parachutes and drift to earth.

However still the breeze, it takes years of experience to land in the confined space of a display arena, although the Red Devils make it look so easy. They literally take their lives in their hands each time they perform for the public's entertainment.



A close exit out of the Teams Britten Norman Islanders aircraft. The beginnings of a three man star.

TRACTION ENGINE BOOKS

My Life In Steam

by K. Judkins. £1.20. Post 7p

More Of My Life In Steam

by K. Judkins. £1.20. Post 8p

My 70 Years With Traction Engines

by W.G. Hooker. 75p. Post 5p

The Steam Lorry 50p. Post 4p

The Traction Engine 1842-1936

60p. Post 4p

Showman's Engines 45p. Post 4p

Bioscope Shows and their Engines

60p. Post 4p

Rally Traction Engines 50p. Post 5p

A Hundred Years of Road Rollers

£1.25. Post 14p

Traction Engine Prints 50p. Post 5p.

Traction Engines at Work 40p. Post 4p

The Oakwood Press

Tandridge Lane, Lingfield,

Surrey RH7 6LW.

F.R. Northcott

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Telephone:

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SIDMOUTH and EAST DEVON



Sales & Service

Section 'A' Showmen



M. Keily's Boxing Pavilion, one of the 'star' attractions at this Great Steam Fair

Modern times have brought a few changes to the traditional travelling fairs, but the amusements assembled here for your pleasure, truly belong to the fairgrounds of yesteryear.

- A1 Walk Round Shows (2) James Kayes, 486 Lickey Road, Rednal, Worcs.
- A2. Eight Car Swirl. N. Beldon, Plot 4, Fairfield, Free Prae Rd. Chertsey, Surrey.
- A3. Skittles Stall. N. Beldon.
- A4. Shooting Stall. N. Beldon.
- A5. Waltzer. P. Cole, New House Farm, Ilton, Somerset.
- A6. Round Stall. P. Cole.
- A7. Side Stall. J. Crole, 22, Alexandra Road, Coalpit Heath, Glos.
- A8. Hoopla. J. Crole.
- A9. Shooting Gallery. V.J. Crole, Swanfield, Station Road, Yate, Nr. Bristol.
- A10. Hoopla. V.J. Crole.

- A11. Steam Gallopers with 89 Key Organ. W.H.Dorman, Woodside Farm, Bunny, Nottingham NG11 6QL.
- A12. Clairvoyant and Advice Specialist. B.T. Grimes, 6, Bourke Close, Kings Avenue, London S.W.4.
- A13. Sweet Stall. Mrs.J.Hamlin, Lock's Yard, Parson Street, Bedminster, Bristol. 3.
- A14. Hot Dog Stall. Mrs.J.Hamlin.
- A15. Dodgems. J.H. Jennings, Leylands, Nursted Park Estate,
- A16. Ark. J.H. Jennings.
- A17. Hooplas (5). J.H. Jennings.
- A18. Side Shows. J.H. Jennings.
- A19. Boxing Booth. M.Keily, 16, Alma Road, Plymouth, Devon.
- A20. Palmistry (Caravan). H.Kerry, 'Redcot', Homefield Road, Walton-on-Thames, Surrey.
- A21. Children's Car Ride. F.P.J. Mattia, Jnr. Moses Barn Farm, Ashcott, Nr. Bridgwater, Somerset.
- A22. Wall of Death. T. Messham, 24, Kings Road, Hay Mills, Birmingham. 25.
- A23. Side Shows. T.E. Moore, The Orchard, Newhouse Farm, Ilton, Nr. Ilminster, Somerset.
- A24. Side Shows. T.E. Moore.
- A25. Skittles or Touchems. W.G. Morgan, Evans Yard, Alney Terrace, Gloucester.
- A26. Bows and Arrows. W.G. Morgan.
- A27. American Whip. T. Pratley, Jnr. 2, Marlborough Place, Benbury, OX16.
- A28. Santa Fe Train. T. Pratley.
- A29. Chair-o-planes. A.J. Rogers, 191, Park Lane, Frampton Cotterell, Glos.
- A30. Hooplas. (4). G.H. Rogers, Locks Yard, Parson Street, Bedminster, Bristol. 3.
- A31. Side Stalls. (2). G.H. Rogers.
- A32. Juvenile Train Ride. G.H. Rogers.
- A33. Sweet Stall. G.H. Rogers.
- A34. Big Wheel. P.Rogers, 31 Cotswold Road, Chipping Sodbury.
- A35. Juvenile Ride. P.Rogers.
- A36. Hoopla. A. Allen. Locks Yard, Parson Street, Bristol.
- A37. Hoopla. A Allen
- A38. Side Stall. A. Allen.
- A39. Hooplas (2). W.E. Smart, Locks Yard, Parson St. Bristol 3.
- A40. Hooplas (4). C.A. Smith. Locks Yard, Parson Street, Bedminster, Bristol, 3.

- A41. Coconut Shy. C.A.Smith.
- A42. Old Time Striker. J.Smith, 191, Park Lane, Frampton Cotterell.
- A43 & A44. Withdrawn.
- A45. Razzle. A.C. Whitelegg, Maxwell House, 167, Armada Way Plymouth.
- A46. Octopus. W. Whitelegg 4, Nursted Park Estate, Devizes, Wilts.
- A47. Car Ride. W. Whitelegg.
- A48. Gondolas. P.W. Cole.
- A49. Dodgems. P.W. Cole.
- A50. Side Stalls. P.W. Cole.
- A51. Hoopla. P.W. Cole.
- A52. Noah's Ark. J. Cole, 18, Argus Road, Bedminster, Bristol.
- A53. Side Shows. J. Cole.
- A54. Childrens Train Ride. S.P. Mayne, 330 Farnborough Road Farnborough, Hants.
- A55. Round Stalls (2). S.P. Mayne.
- A56. Side Stalls. S.P. Mayne.
- A57. Paratrooper. James Rogers, 191, Park Lane, Frampton Cotterell.
- A58. Waltzer. James Rogers.
- A59. Veteran Bus. A.T. Fraser, 'Sorento', Stag Hill, Chilton Foliat, Hungerford, Berks.
- A60. Confectionary Stall. A. Mattia.
- A61. Round Stalls (2). J. Kayes, 191, Park Lane, Frampton Cotterell.
- A62. Round Stalls (2). W.T. Moore, 191, Park Lane, Frampton Cotterell.
- A63. Mickey Mouse Show. J. Appleton, Bristol.
- A64. Confectionery Stall. J. Appleton, Bristol.

VISITING THE SEASIDE ?

Then be sure of a good time – come to the

BOWLEAZE COVE

Amusement Centre

Weymouth

No parking problems here – Car park close to the sea

All the latest fun machines for your pleasure

Boats available for deep sea fishing

Slipway to the sea for private boats

MODERN BINGO

Fully-equipped cafeteria and gift shop

Section 'B' Organs



A very attractive 84-key Gavioli organ, built in 1884 and now owned by R. Stokes, Ely, Cardiff.

With a style and presentation that has remained unchanged through a century of transient music tastes, the organ has gained a modern popularity boost from the nostalgia it imparts to the listener. Belonging to the Aristocracy of music, made uncommon by the limited number of manufacturers, each organ is readily identified by its maker's name.

A selection of these fine instruments, with famous names like Marengi, Gavioli, Limonaire, etc., have been gathered here for your enjoyment. Each of the exhibits has a fascinating history. At their very best in the open air of summer, the organs have been placed for maximum listening pleasure.

Without the throb of organ music on the air it would be impossible to truly recapture the atmosphere of an era long past, which is the aim of this event.

B1 LIMONAIRE ORGAN. Built in Paris in 1895 this organ made its first public appearance with a bioscope show at Buxton,

Derbysire. It was purchased for preservation by its present owner J.L. Emmerson, Banwell, Somerset.

B2 MARENGHI ORGAN. This 48-key organ was built by the famous C.H. Marengi of Paris. Purchased by its present owner from Showman K. Emmett, who used it in his set of Chair - O - Planes, the organ was once in a set of gallopers at Margate's 'Dreamland'. Manufactured around 1905, the organ was rebuilt by Mr V. Chiappa six years ago. Owned by G.R. Grey, Colerne, Wilts, since March 1972.

B3 BRUDER KEYLESS ORGAN. Built 1905 this 46-keyless Organ originally travelled in a set of Chair-O-Planes owned by Messrs. Wright of Glasgow. Now owned by B. Newth, Bristol.

B4 LIMONAIRE ORGAN. After spending its working life travelling in a ride in France this 1920 Organ is owned by B. Newth.

B5 BLACK FOREST GAVIOLI ORGAN. This 89-key organ was built in 1901 and is in original condition. It travelled the fairs of Germany, Holland and Belgium and was completely rebuilt 6 years ago by the famous German organ builders Carl Frei & Sohn of Waldkirch in the Black Forest. The late E.C. Hine learned that the organ was undergoing a complete rebuild, flew to Germany, saw the organ completely stripped down and purchased it within minutes without having heard it play until it arrived at his home several months later. Owned by Executors E.C. Hine, Shaftesbury.

ALL THE FUN OF A COUNTRY FAYRE - BRING THE WHOLE FAMILY

Lamberts Castle Fayre

(On the Roman encampment overlooking the picturesque Marshwood Vale)
(and Dorset Coast)

B3165 Lyme Regis-Crewkerne Road on the Devon border

SATURDAY & SUNDAY 21st 22nd JULY 1973

10 a.m.-11.30 Sat. (admission free after 6 p.m.) 11 a.m.-6 p.m. Sun.

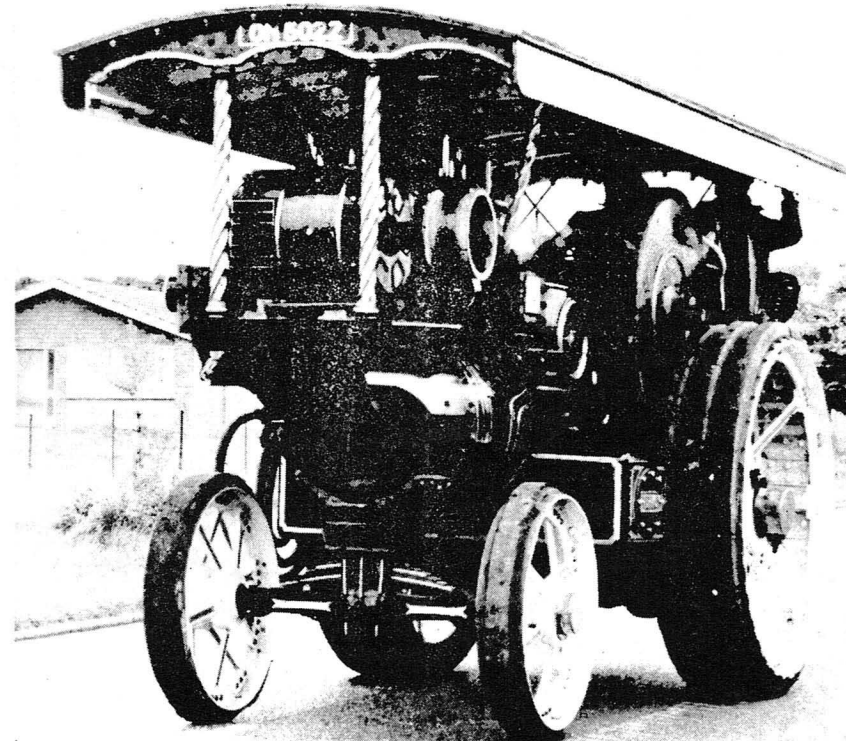
FREE CAR PARK

Featuring :- Alf Whitelegg's Golden Gallopers - Steam Engines - Fair Organs
Steam Rollers - Vintage Vehicles - Weldon & Townsend Fair - Morris Dancing
Sword Dancing - Highland Dancing - Country Crafts - Gymkhana (Sun. Only)
Pony Rides - Hay Rides - Horse & Carriage Rides - Beer Garden - Stalls
Amusements - Steam (miniature) Railway

Barbecue Saturday evening followed by Barn Dance in Marquee

Rt. Hon The Lord Roborough J.P. LLD will be in attendance 2 p.m. Sunday
Organising Secretary:- J. Riordan, Northay Farm, Hawkchurch, Axminster, Devon.
Proceeds donated to 1st Hawkchurch Scout Group & The National Trust.
Site by kind permission of the National Trust - Major J. Robertson,

Section 'C' Showmen's Engines



Mr J.W.G. Miles 'Femoy' pictured on the road

For many people, the Showman's Engine represents the principal item of preservation. Though basically the same as the general Road Locomotive, the Showman's Engine took on a glamour from the embellishments that were so much a part of its owner's business. Extras were provisions for building up riding machines, and a dynamo for providing electricity.

Traction engines came into Showland use around 1885 and the Showman of those days, himself a distinctively dressed 'character', was quick to realise the publicity potential of the huge machines. Early efforts at additional decoration resulted in the spectacular engines produced by the manufacturers from 1910 onwards.

The overall canopy, twisted brass columns and eye-catching livery, all helped the steel giants to become the

Showman's 'Shop Window'. Keen competition brought even more elaborate decorations, and the engines became larger until, after the Second World War, the 'Scenic' Engine arrived, with its extra dynamo fitted behind the chimney and in front of the cylinder block, necessary for the extra power needed to drive the gigantic scenic railways, from which the engines took their name.

The last Showman's Engine was built in 1934, and it was the late fifties before they finally disappeared from the fairgrounds.

C1 **BURRELL** No. 2342. 'VANGUARD'. Built in 1900, this is believed to be the oldest Showman's Engine in existence. Owned by - L.J. Emmerson, Banwell, Somerset.

C2 BURRELL No. 3483 'PERSEVERANCE 2nd'. Built 1913, this engine was supplied new, through Messrs. Savages, of Kings Lynn, to Harniess Bros. Showmen of Yorkshire. It remained in their ownership until 1944 when it was purchased by Mrs. J. Cole, Chichester. It was in use for Mrs. Cole from 1945 until 1947, who sold it for preservation in 1953. Owned by J.N. Gilbey & Sons, Yeovil, Somerset.

C3 BURRELL (SHOWMAN'S TRACTOR) No. 3192. 'ST. BERNARD'. Built 1910, as a crane tractor for the War Department. Converted about 1920 to a Showman's Tractor for Messrs. Herbert. Dorchester Amusement Caterers, and used for the rest of its working life by them. Restored to its present condition by owners: J.N. Gilbey & Sons, Yeovil, Somerset.

C4 FOWLER No. 15657 'THE IRON MAIDEN' Built 1920 as a Road Haulage Engine. New to Portland Stone Quarries, Dorset. Later converted to full Showman's specifications and owned by Showman Mrs. H. Oadley, Derbyshire. Fame came when the engine starred in the film of her name, which has had several television screenings as well as showing at cinemas. Owned by: W.G. Hawkins, Wadebridge, Cornwall.

C5 BURRELL No. 3090 'FERMOY'. Built 1909, new to Birmingham Showmen Pool & Bosco, who named her 'Fermoy'. Sold to a dealer and purchased in 1927 by Bishop Bros., of Salop, for threshing. Sold to Mr. R.M. Wooley of Salop. in 1939, and purchased in 1942 for threshing. Later returned to Mr Wooley, then bought by the late Kenneth Miles and restored by the Miles family. Owned by J.W.G Miles, Charminster, Dorset.

C6 FOWLER SHOWMAN'S ENGINE 'SIR JOHN FOWLER' 1902.
Purchased from the Hurst collection and restored by present owner together with the Goold Bros., Camerton. Owned by R.M. Penny, Ston Easton, Nr Bath.

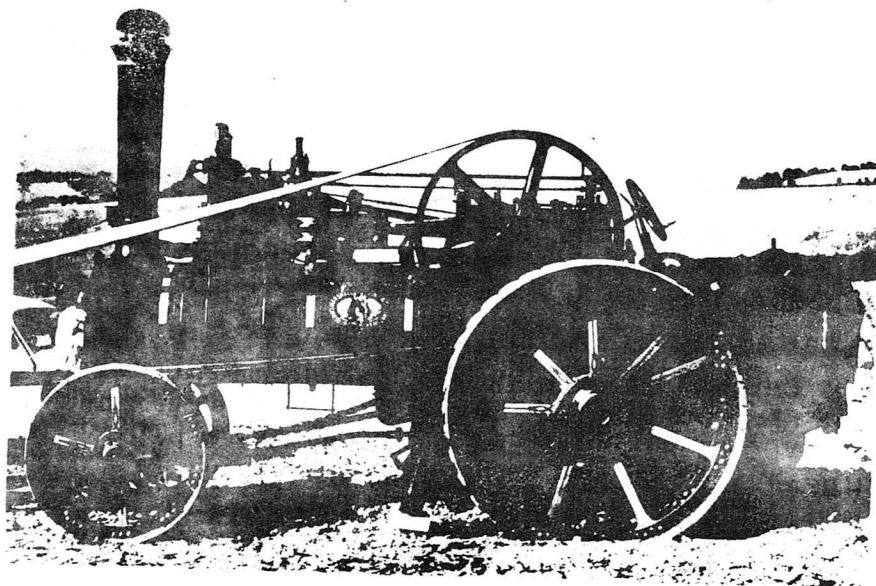
C7 **FOWLER No.14862 'EVENING STAR'**. Built in 1917 for the Ministry of Munitions, this Class R3 Little Lion was involved in an accident at Birdlip Hill, Glos, in 1919, when the army driver was killed. The engine was extensively damaged and towed into Gloucester Market. A week or so later, it was purchased by Mr. Geo. Butcher for £50. He squared the engine up a little and sold it to Showman Jacob Studt for £550. Studt sent the engine to Fowlers of Leeds to be converted to a 3-speed Showman's Engine. The engine worked hard for Jacob Studt until 1928., and was then sold to Mrs. Gritt, Romsey who used it for 6 years. After being laid up for eleven years it went through several ownerships - starting with Arnold Bros.. and ending with the present owner, M.D. Thackray, of Old Malton, Yorks.

C8 FOWLER No. 20233 'SUPREME'. Built 1934 this was the last Showman's Engine to come from Fowlers and was built to special order, with left hand steering and chrome fittings instead of the normal brass. New to Welsh Amusement Caterers Mrs A. Deakin & Sons she was used on the fairgrounds until the Second World War and then commandeered for the heavy haulage of railway engines to the docks in the Glasgow area. Purchased in scrap form in 1958 by the present owner. It took 12 years to restore the the engine to the wonderful condition it is in today. Owned by: S.J. Wharton, Minster Lovell, Oxon.

C9 BURRELL SCENIC No. 3938 'QUO VADIS'. Built 1922 and new to Wilsons, the London Showmen of Peckham Rye, generating power for their scenic railway. Later sold to Walls, the Petersfield Showmen. Sold for scrap in 1948, the engine was retrieved in almost hopeless condition in 1959, and restored to present condition by the late E.C. Hine. This type of engine was used to haul giant loads of 50 tons or more, on journeys of hundreds of miles. At speeds of around 12 miles an hour, these trips differ greatly from the comparative luxury of transport today. Note the very wide rear wheels and distinctive maker's design of chimney cap. Much gold leaf work was involved in the first class decoration and lining out of the paintwork to Burrell's standard livery for these engines. Owned by Executors E.C. Hine.



Section 'D' Agricultural Engines



BURRELL G.P. ENGINE OWNED BY B.R. TORR.

The General Purpose Traction Engine was developed over the years from the Portable engine. The general purpose engine was essentially an agricultural engine, its main use being threshing and most of them were owned by contractors.

The tackle consisted of engine, threshing machine and trusser or chaff cutter, the team being two men, Engine Driver and Thresher Feeder.

The farmer supplied coal and water, with enough coal to steam the gear to the next Farm. The remainder of the threshing team were usually made up of men from neighbouring Farms and casual labour. 16 – 18 men were needed also 4 or 5 horses and wagons, taking corn in sacks, and straw to the farm buildings.

Many of these engines spent little idle time, when threshing was over they were employed on large portable sawbenches around farms and Estates, also timber hauling and various loads of stone manures, coal, grain etc. over long distances.

PORTABLE ENGINES

Portable Steam Engines are mobile power units – mobile in that they have to be hauled from site to site as opposed to self-moving.

They were built and in use long before the Traction Engine was developed and were built (by Robey of Lincoln) well into the 1960's – about 15 years after the last steam roller was made. Originally they were hauled around the countryside by horses, together with the thrashing equipment.

Later they became more sedentary, being stationed in Saw mills, quarries etc. – and so they disappeared from the agricultural scene.

There is still the odd one to be found in commercial use.

Engines large and small as illustrated in this Catalogue are more fascinating to a number of people than the modern press button type of today.

Engines that have been used in barns driving chaffcutters, rootpulpers, grinders, etc. years ago, are now on show and some of which were working in the early century, also will work as good as the present day engines.

SAWING.

- D1. **SCOTCH SAWBENCH 1910.** Hand feed with 20 ft. table. Purchased from Claradon Estate in 1955. Owned by R.J. Hill, Dorchester.
- D2. **MARSHALL S TYPE PORTABLE 1935.** Weight 5 ton 14 cwt 4 NHP. Works No. 87866. With Marshall Britannia Patent Circular Firebox. Owned by: G.P. Peacock, Henleaze, Bristol.
- D3. **SAWBENCH.** Owned by C. Peacock.
- D4. **MARSHALL 'LORNA' AGRICULTURAL ENGINE. 1909.** Bought by present owner in 1907 this engine spent its working life threshing in Norfolk. Owned by B.R. Torr, Gurney Slade, Bath.
- D5. **STENNER & GUNN RACK SAW BENCH 1918.** Purchased in a poor condition in 1969. Woodwork restored by Mr. G. Reakes. Owned by B.R. Torr.
- D6. **RUSTON PROCTOR ENGINE 1918.** Built for the War Dept. this single cylinder engine was not used by them. Worked in Herefordshire until 1952. Then lay idle until purchased by D. Smith, who restored the engine. Acquired by present owner in 1972. Owned by J. & B. Wilkins, Street, Somerset.

THRESHING.

- D7. BURRELL TRACTION ENGINE 1970. No. 3824.** This engine was exhibited at the London Dairy Show in 1920, and was bought from Mr. Shore, Taunton, and used only for threshing and timber hauling. Painted in Showman's colours for the Show, and was named 'Lord Fisher Lambeth' by Lord Fisher himself at a ceremony that was televised. Owned by L.J. Casely, Trent, Dorset.
- D8. FOSTER THRESHING MACHINE 1951.** Owned by L.J. Casely.
- D9. COOKS ELEVATOR.** Owned by L.J. Casely.
- D10. CORN MILL.** Owned by R.H. Harris, Gillingham, Dorset.
- D11. OIL ENGINE.** Owned by R.H. Harris.
- D12. RANSOMES SIMS & JEFFERIES AM54" MEDIUM THRESHER 1948.** New to A.E. Glide, Works No. 58289, of Curry Mallet, where it was used on his farm and surrounding villages until 1951. Purchased for preservation in 1971. Owned by S.F. Hillman, Bridgwater, Somerset.
- D13. FOSTER GENERAL PURPOSE ENGINE 1910 No. 15244.** Spent its working life in Shropshire. Bought for preservation in 1967. Owned by R. Hobbs, Bristol.
- D14. JONES STATIONARY BALER. 1940's.** Found in dealers yard in 1969, in very poor condition and destined for use for baling paper. Restored to its present condition by owner M. Lawrence, Highbridge, Somerset.
- D15. RANSOMES SIMS & JEFFERIES ENGINE.** Bought in 1970 from Mr. Lamb of Birmingham. Owned by R.M. Penny, Bath.
- D16. MARSHALL GENERAL PURPOSE ENGINE 1906 No. 45872.** New to Carter Bros., Sussex. Purchased in a very dilapidated condition in 1963 and restored by owners - taking 4 years. Owned by J.H. Sharman and T.H. Winslade, Bridgewater.
- D17. MARSHALL THRESHER 1928.** Spent its working life at Devon, brought to Somerset in 1968 and restored to present condition. A new straw elevator was made and fitted as original one. Owned by B.R. Torr, Gurney Slade, Bath.
- D18. RANSOMES SIMS & JEFFERIES CLOVER HULLER.** This is a 48" Class SD huller which is a specialised harvester for clover and small seeds, differing in several respects from the corn thresher. New to Frank Elliott of East Quantoxhead. Purchased by present owner, K.M. Vigus, Winscombe Somerset, for preservation in 1969.

- D19. OGLE ELEVATOR.** This is a Golding-bed elevator called the 'Litelift Minor' and was the smallest built by makers. Purchased for preservation in 1969. Owned by K.M. Vigus.
- D20. R GARRETT & SONS PORTABLE ENGINE 1914 No. 33007.** Built to the order of Pilter of Bordeaux, but, probably because of the onset of World War One, it was never delivered but taken over by the Director of Movements & Railways at the War Office. In 1918 it was bought by Devon C.C. and used by them until the early 1950's. Purchased for preservation in 1962. Owned by K.M. Vigus.
- D21. FOSTER 5-KNIFE CHAFF CUTTER 1938 No. 7002.** New together with a Foster thresher, since scrapped, to Samuel Plowright of Barton-in-Fabis, Notts, later passing to his son, from whom it was purchased for preservation in 1970. Owned by K.M. Vigus.
- D22. BURRELL GENERAL PURPOSE 1894 No. 1840.** Demonstrated at Taunton Show in 1895 and purchased by Mitchell, threshing contractors of Merriott, Somerset. Bought in very bad condition and restored by owners. Both engine and thresher below appeared in the film 'Far From The Madding Crowd'. Owned by R. Willcox & C. Trott, Litton Cheney, Dorchester.
- D23. BURRELL THRESHER APPROX 1880.** Owned by R. Willcox & C. Trott.
- D24. CLAYTON & SHUTTLEWORTH CORN MILL 1868.** Owned by J. Forward, Warminster, Wilts.
- D25. CLAYTON & SHUTTLEWORTH GENERAL PURPOSE 1914 No. 46823.** New to Terry's Quarries, West Malling, Kent. Spent most of its working life in Kent until the late 1950's. Restored by present owner in 1966. Steamed nearly 350 miles last year to rallies in Berks, Wilts, Glos, Warwick, Oxon and Bucks. Owned by P. Fagg, Chippenham, Wilts.
- PLOUGHING.**
- D26. FOWLER BB1 PLOUGHING ENGINE 1918 No. 15182.** Made for Ministry of Munitions. Owned and operated by Watson & Haig, Andover up to 1939. Changed ownership during Second War, and then returned to Watson & Haig. Changing hands again, it was used for dredging in 1952. Bought by present owners in 1970 for preservation and use. Owned by M.D. Davies & R. Griffin, Leamington Spa.

- D27. FOSTER G.P. ENGINE 1901 No.15244.** Bought in 1967 for preservation after working in Shropshire. Owned by R.Hobbs, Bristol.
- D28. FOWLER PLOUGHING ENGINE 1918. No.15222.** Ex Bamford & Carr. Almost completely stripped, rebuilt and painted by owner C.Wait, Failand, Nr. Bristol.

NON-WORKING ENGINES.

- D29. MARSHALL AGRICULTURAL ENGINE 1901 No. 36033.** Sold by makers to George Thurlow, Stowmarket, Suffolk. From then the engine changed ownerships and districts until purchased by present owner from Mr.Peter Harris of Organford, near Poole. Owned by J.G.W.Miles,Dorchester.
- D30. MARSHALL TRACTION ENGINE 1887. No.15391.** Owned by J. Wharton, Oxon.

STEAM ROLLERS.

- D31. MARSHALL ROLLER 1921 No.74744.** New to Devon C.C. Bought from them in 1967 by owner A.Chambers,Taunton.
- D32. FOWLER ROLLER 1936 No.28133.** Believed to be the last but one of the Fowler engines, new to R. Dingle & Sons, Cornwall and purchased in a dilapidated condition by present owner in 1963. Owned by S.Green, Thornbury, Bristol.

WAGONS.

- D33. AVELING-BARFORD ROLLER. 1937. No.AC 601.** This type 'W', built to a 1927 Ruston Hornsby design, inherited by Aveling Barford on formation of the new company. The design is the last steam rollers to be built to in any quantity. Purchased by present owner in 1972, the engine has undergone an extensive overhaul. Owned by R.M.Whitefield, Bristol.
- D34. SENTINEL S4 1937 No.9277.** Rebuilt in 1971 and restored to original colour. Travels to rallies all over the South of England under its own steam. Owned by R.Bailey,Amesbury, Wilts.
- D35. FODEN C3 3WAY TIPPING WAGON. 1930. No.13716.** Restored in 1962, and since has travelled 8,500 miles under its own steam. Featured in the BBC films 'The Enthusiast', 'Slightly Quizzical' and others. Owned by Mrs.M.W.Hampshire Ryde, I.O.W.
- D36. SENTINEL SUPER 1928.No.8393.** Originally on solid tyres, and works converted to pneuematics in 1933. Last in use during Suez Crisis of the mid 1950's. Owned by The Commander, H.M.S. Sultan, Gosport, Hants.

Section 'E' Vintage Tractors



H. T. Hamer, Chairman N. Somerset Vintage Tractor Club on his 1942 FORDSON "N" before work began. See the tractor today and compare with the photograph.

The vintage tractors being exhibited today, give a good impression of the transition from steam tractors to motor tractors between the years 1916 to 1950.

The early agricultural tractors usually had a large two-cylinder engine running around 500 r.p.m. Later types employed four cylinders running at 1200 r.p.m. They are started on gasoline turning over to working fuel when the induction manifold is hot enough to vapourise the fuel/air mixture. The working fuel can be gasoline, kerosine, gas-oil or other low grade distillates. They usually had one, two or three forward gears, and one reverse. The final drive by chain. Later models employed worm wheel and pinion drives.

Some of the tractors at this event are fitted with iron wheels very similar to those used by traction engines. The rear wheels are large mounting strakes or spuds. Some models

have a winding drum for winching. Rubber tyres were introduced on the land in the early 1930's. Thus the pattern was set for all future designs.

An implement was drawn behind the tractor in the same way as horse traction (not mounted on the machine as they are today) such as a trailer plough. The ploughman sat on the plough to adjust the depth of the furrows and to lift the plough out of the soil at the headland. Other types of plough allowed the tractor driver to operate the plough from his seat single-handed.

Of all the Vintage Tractors displayed today the FORDSON can be said to have achieved the greatest popularity and respect the World over. A FORDSON'S rugged simplicity and great capacity for hard slogging in the field leave fond memories.

E1 FORDSON F 1927. The owner has been working hard in an attempt to have the tractor fully restored for this Event. Owned by W. Burraston, Radstock, Bath.

E2 INTERNATIONAL FARMAL 1934. Not yet fully restored. owned by W. Burraston.

E3 INTERNATIONAL JUNIOR 1919. Owned by W. Burraston.

E4 MARSHALL SERIES 111 1951. Found laid up in a barn 6 years ago and restored. Owned by L.J.Casely, Trent, Sherborne.

E5 CASE ROWCROP 1943. Found grown over in a hedge and restored. Owned by L.J. Casely.

E6 JOHN DEERE MODEL H 1942. Found on a small farm in Somerset. A small rowcrop designed to carry mid - mounted implements. Owned by J.H.Chard, Axbridge Somerset.

E7 BRISTOL CRAWLER 1938. This small crawler garden tractor was first used in a Scottish wood then sold to a market gardener. Bought by present owner in 1970. Owned by T. Cole, Ubley, Bristol.

E8 MASSEY-HARRIS JUNIOR 1940. No.TRA38505V. Bought by present owner in December 1971 and restored by his wife and self during 1972. New to a Winchester farm and purchased in 1957 by H.W.Miles, Somerset. Owned by H.N.Coombs, Salisbury, Wilts.

E9 MARSHALL SERIES 3 1952. No. 12256. One of the last Marshalls to be built. These latter series 3 Marshalls were painted orange with aluminium wheels. Owned by D.H. Dawson, Clutton, Bristol.

E10 SCAMMELL SHOW TRACTOR 1946. Still under restoration this Show-trac, with 6 cylinder Gardner L.W. engine was purchased by present owner in 1972, Owned by C.Evans, Paulton, Nr. Bristol.

E11 ALLIS-CHALMERS MODEL U.1943. No.U17609. Owned from new by Messrs. A & E Brooks of Gloucester. Found in 1972 in a dilapidated and rusty condition and renovated to present condition Owned by M.W. Fleet, Axbridge, Somerset.

E12 INTERNATIONAL ROWCROP B 1939. Used by Long Ashton Research Station for spraying fruit trees. Owned by F.A.Ford, Cheddar, Somerset.

E13 JOHN DEERE ROWCROP B 1940. Spent its working life on farms in Somerset and Dorset, from where it was purchased and restored by present owner. F.A. Ford.

E14 FORDSON MAJOR E27N 1946 (ROADLESS TRACKS). Same working life and restoration as above Deere. Owned by F.A.Ford,

E15 SINGLE CYLINDER DIESEL PORSCHE 1952. Owned by F.A. Ford.

E16 MARSHALL SERIES 11 1948 No.5978. 40 h.p. 3 tons this tractor spent most of its life on contract work and changed hands many times. Purchased for preservation in 1968. Owned by P.A. George, Ubley, Bristol.

E17 LANZ BULLDOG 1936. 35 h.p., single cylinder 6 speed gearbox. Recently rebuilt. Owned by J.N.Gilbey, Yeovil Somerset.

E18 OVERTIME 1915. Has been owned by Mr P.Gare, Queen Camel, since 1925.

E19 ALLIS-CHALMERS B. 1941 No.A.M.2787. This tractor was bought at Crosscombe, Nr.Wells, Somerset, in 1970. It has only recently retired from general duties and is in perfect working order. Owned by D.T. Grafton, Shepton Mallet, Somerset.

E20 PATTISON G/COURSE 1934. Built as a tractor from model 'B' Ford. Spent its working life at Sherborne Golf Club. Saved from scrapyard in 1971, and still undergoing restoration. Owned by G.A. Hacker, Gillingham, Dorset.

E21 OLIVER 90 1939 No. 510787. Used by threshing contractors during World War Two. Owned by F. Heal.

E22 OLIVER 80 1944. No.810824. Owned by F. Heal.

E23 FORDSON INDUST 'N' 1940. With its definite age unknown, this tractor was first registered in 1946. It was ex-Government and believed to have worked on the Yeovilton runway. Found rusting out in a Somerset field. Owned by M.J.Hole, Cheddar, Som.

E24 INTERNATIONAL 10/20 1924. No.K.C.18386. spent 46 years in Dorset before being purchased for preservation. The twin exhausts are unique, being fitted only on the early models of 10/20. The tractor appeared on television 3 times during 1972. Owned by D.Holland, Yeovil.

E25 INTERNATIONAL A 1942 No.A89073. In use for 25 years before being bought for preservation by present owner. Appeared on television twice during 1972. Owned by D Holland,

E26 INTERNATIONAL DEERING BINDER 1942. Last used August 1972 cutting 4 acres of wheat which was seen on HTV Report West, August 30th 1972. Owner D. Holland.

E27 WITHDRAWN.

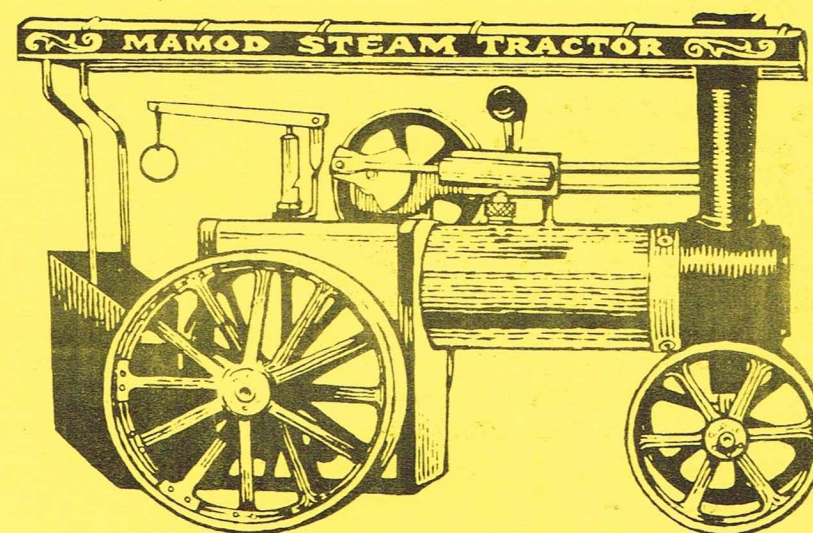
E28 ANZANI MOTOR PLOUGH 1940. This motor plough was used on market garden work until about 5 years ago. Since then it lay derelict until restored. Owned by G.P. Moore, Cheddar, Som.

E29 FARMALL M INTERNATIONAL HARVESTER 1949. owned by G.P. Moore.

G30 FIELD MARSHALL 1942. Used for threshing in its early years by a group of farmers known as the Rolstone Farmers Threshing Group. In later years it was used for ploughing and harrowing. Owned by W.F.J. Noke, Weston-Super-Mare, Somerset.

cont. page 31.

For children aged seven to seventy.

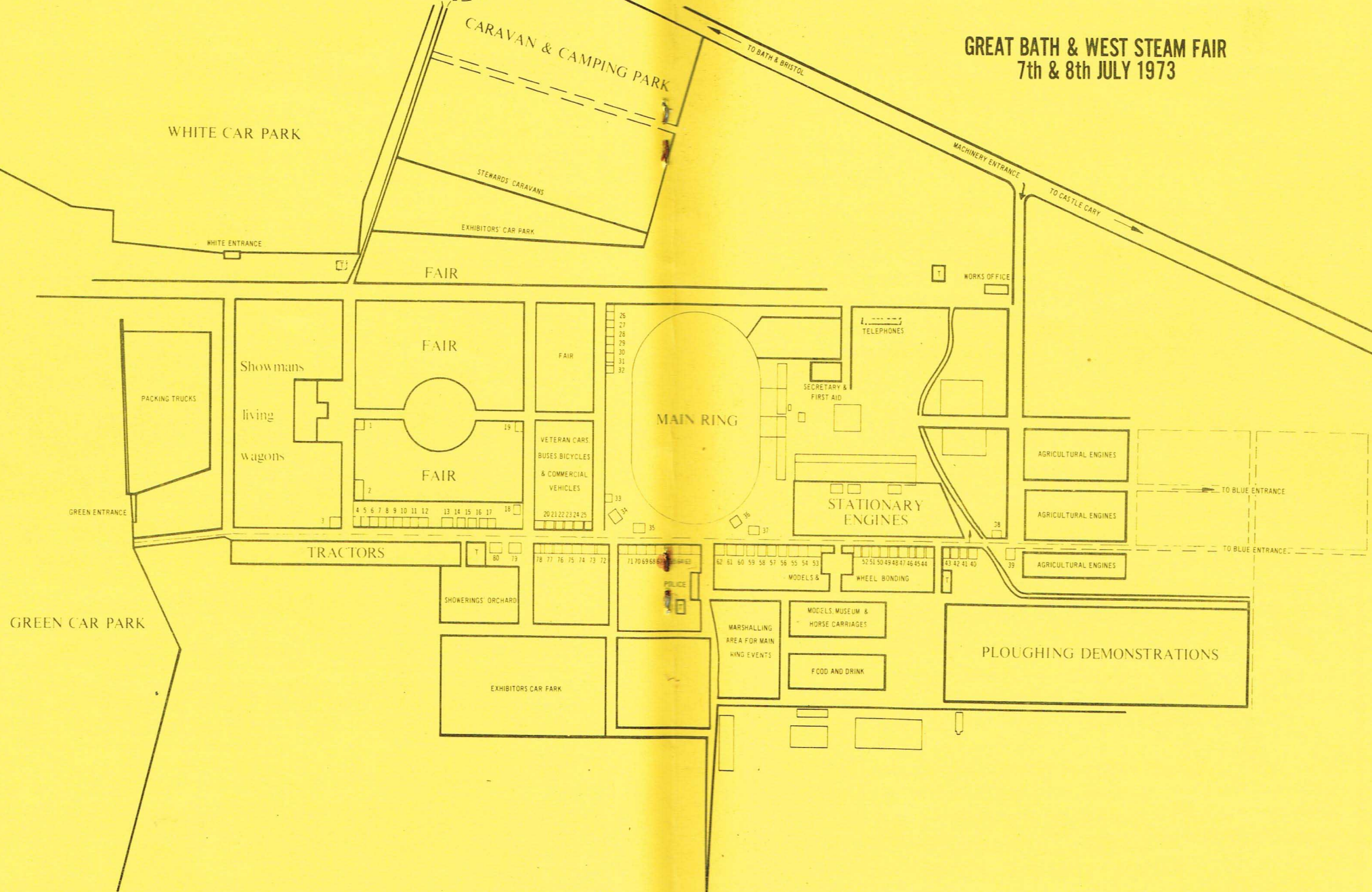


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E31 CASE L.A. 1942 No.471166. Found on a farm near Trowbridge, restored in 1972. Owned by R.H. Osborne & Sons, Bath.

E32 CASE DEX 1942 No.4515676. Found at Norton St. Philip, restored in 1971. Owned by R.H. Osborne & Sons.

E33 CASE R 1941 No.4326098. Purchased from North Petherton in 1971. Owned by R.H. Osborne & Sons,

E34 CASE L 1938/39. Minehead lifeboat tractor until 6 years ago. Owned by R.H. Osborne & Sons.

E35 INTERNATIONAL H 1943. Supplied to farm in Wiltshire (on lease lend). Purchased in derelict condition from local farmer in 1970.Rebuilt to present order by owner D.C.Pilkington,Cheddar.

E36 FORDSON N 1938. Found in very rough condition in 1969. Overhauled and restored. Has been to rallies up and down the country and has won prizes at many ploughing matches. Owned by D.B. Pope, Tetbury, Gloucester.

E37 COCKSHUTTS PLOUGH 1940. Owned by D.B. Pope.

E38 SCAMMELL SHOWMAN'S TRACTOR 1939 No.4232. 'Sir Hillary' originally built as a recovery tractor for the M.O.D. Bought and converted to a Showman's Tractor by Bernard Cole of Southampton, who passed it to Jimmy Williams for use with his gallopers, in 1970. Owned by S.D.Postlethwaite, Salisbury.

E39 MASSEY-HARRIS 1947. Supplied new to threshing contractors Robert Thorne Ltd.,of Verwood, Dorset. Worked on threshing machines in Dorset and Wiltshire. Purchased for preservation 5 years ago. Owned by C. Revell, Blandford. Dorset.

E40 JOHN DEERE MODEL L. Date of manufacture unknown. Found under a hedge in Verwood, where it had stood for 14 years. Purchased 2 years ago for preservation. Owned by C. Revell.

E41 MARSHALL M 1937 No.1397. First Marshall tractor to be delivered to Wiltshire. Supplied to White of Devizes, who, after using it for demonstration, sold it to the Stratton Estate at Alton Priors, where it remained until 1967. Owned by D.R. Say,Cheddar.

E42 FORDSON N 1942. Found on local farm in scrap condition and rebuilt to as near original condition as possible. Owned by R.J. Smith, Axbridge, Somerset.

E43 BAMLETT MOWER 1929. Originally horse-drawn but converted at some time to tractor hitch. Also convertible for reaping. Owned by R.J. Smith.

E44 INTERNATIONAL W9 1942. When new, took over threshing from the traction engine, this is the biggest wheel International tractor ever made, and spent its working life in South Devon. Owned by B.R. Torr, Gurney Slade, Bath.

E45 INTERNATIONAL W6 1942. Spent its working life in South Devon, Owned by B.R. Torr.

E46 INTERNATIONAL W4 1942. Spent its working life in South Devon. Owned by B.R. Torr.

E47 INTERNATIONAL FAIRWAY 12. 1937. Used for Clifton College playing fields. Owned by J.W. & R.J. Triggol, Clevedon, Somerset.

E48 INTERNATIONAL TITAN 1918. Started life as an agricultural tractor, threshing, and was found in a sawmills. Owned by J.W. & R.J. Triggol.

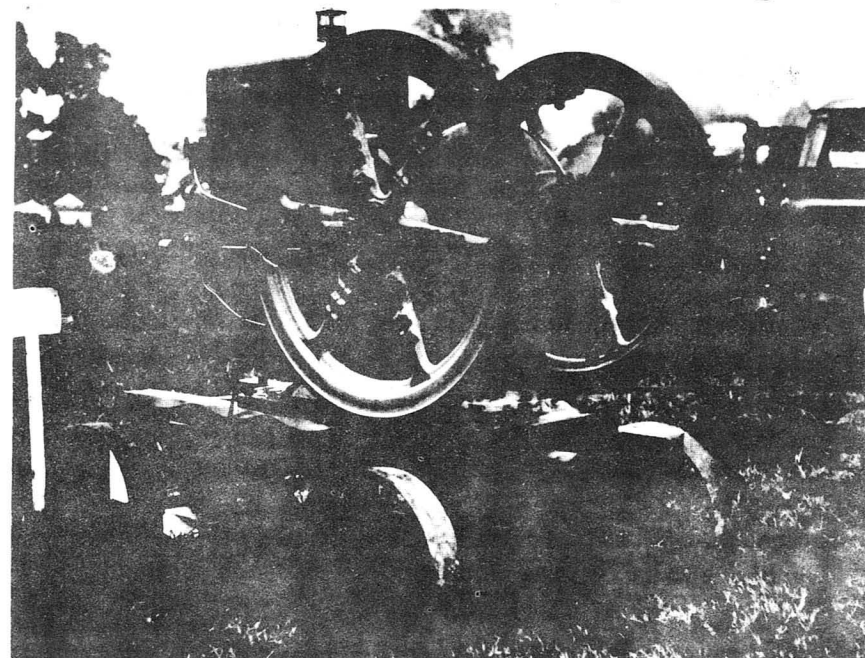
E49 FORDSON F 1918. Retrieved from scrap heap in 1969. Restored during winter 1971/2. Owned by R.E. Uphill, Chewton Mendip, Nr. Bath.

SAFETY PRECAUTIONS

Please do not climb on the vehicles

Only persons in possession of the appropriate driving licence are permitted to drive any vehicle taking part in this Fair.

Section 'F' Stationary Engines



The stationary engine has notched a firm place for itself at steam rallies. Though generally smaller than the average exhibit, the scope of original use was far wider than that of its larger cousin in machinery. Consequently, the stationary engine is often rich in history, and the exhibits at this event give a cross selection of interesting machinery that will delight the true enthusiast. A short while spent among the items in this section will open up a new interest for the newcomer to vintage machinery.

F1 BAMFORD DIESEL 6 H.P. No.35940. Still in use for wood cutting. Owned by N.E. Clothier & Son, Sherborne.

F2 BERNARD OHV PETROL 2 H.P. No.308369. Used in a horse-drawn mower. Restored by present owner N.E. Clothier & Son.

F3 PETTER LIGHTING PLANT 1930. Owned by D. Cressey, Sherborne, Dorset.

F4 AMANCO STATIONARY ENGINE 1917. Owner D. Cressey.

F5 WHIT DRAG SAW. Owned by D. Cressey.

F6 VICTORIA WAGGON AND CARRIAGE No.1928. 1915.

Found in a field at Bishops Sutton. When new it was used for cider pressing. Owned by G.J. Cullen, Stoke St Michael, Som.

F7 BAMFORD 4 H.P. PETROL 1924 No.8433. Owned by W.Davies, Llantwit Major, Glamorgan.

F8 RUSTON HORNSBY 3 H.P. PB 1930. No.207645. Owned by W. Davies.

F9 WOLSELEY 2½ H.P. PETROL/PARAFFIN 1920. Owned by W. Davies.

F10 ALBION GRINDING MILL No.2 1906. Originally driven by Horse gear. Owned by W, Davies.

F11 BRYAN DONKIN STEAM ENGINE. Single cylinder, used in gas works. 10 h.p. Owned by C. Evans, Paulton, Nr. Bristol.

F12 BRYAN DONKIN CLENCH STEAM ENGINE. Single Cylinder engine, was used in colliery. Owned by C. Evans.

Both the above exhibits are mounted on trailers for demonstration purposes.

F13 PETTER 3 H.P. PETROL /PARAFFIN No.66995. From the Longhedge Collection, Corsley. Year of manufacture unknown. Owned by P.J. Forward, Warminster, Wilts. Forward,

F14 LISTER 3½ H.P. STONE CRUSHER 1942. No.25528. From the Longhedge Collection. Owned by P.J.Forward.

F15 AMANCO 2½ H.P. PETROL/PARAFFIN 1942. No.13211. From the Longhedge Collection. Owned by P.J.Forward.

F16 NATIONAL 8 H.P. GAS & OIL ENGINE 1933 No.53206.

From the Longhedge Collection. Owned by P.J. Forward.

F17 STOVER MF. CO. U.S.A. 1928 No.KA195389. Owned Mrs J. A. Foster, Gillingham, Dorset.

F18 DOUGLAS SINGLE CYLINDER VERTICAL No.10454. Owned by W.R. Foster, Gillingham, Dorset.

F19 PETTER 1½ H.P. 1927 No.7377. Owned by W.R. Foster.

F20 NORMAN TWIN LIGHTING SET No.4L879694. Owned by W.R. Foster.

F21 PETTERS PATENT SAFETY OIL ENGINE 1916. No.41883. Purchased in 1970, was used for driving a sawbench. Owned by J.E. Goodland, Shepton Mallet.

F22 WOLSELEY TYPE WD 700 R.P.M. No.5194. Purchased by present owner from Mr L Goodland, in 1972. Owned by J.E. Goodland.

F23 LISTER 8 H.P. 1939. Bought from Mr John Goodland, of Ditchat, in restored condition. The engine is now mounted on an ex-army trailer weighing approx. 1½ tons. Owned by D.T. Grafton, Shepton Mallet.

F24 BRADFORD HOPPA 1915. Purchased from Mr Greed of Dimmer, who owned it for more than 40 years. Owned by N.W. Gregory, Frome, Somerset.

F25 JOHN FOWLER.WATER COOLED. Owned by N.W.Gregory.

F26 AMANCO 2½ H.P. 1918. No.164925. Petrol/TVO engine last used on a sawbench in 1968. Owned by P.J.Martin, Wool Dorset.

F27 LISTER 3 H.P. No.62947. Bought at Dorchester Market, secondhand, 16 years ago by Mr R White of Wareham, who used it on a sawbench. Purchased for preservation last year. Owned by P.J. Martin.

F28 LISTER 2 H.P. 850 R.P.M. 1920 No.96610. Engine with sheep shearing attachment. Used on local farm until 2 years ago. Owned by D O'Leary, Llantwit Major, Glamorgan.

F29 PETTER JUNIOR 5 B.H.P. 1914 No.43380. Unused for 25 years, found on farm in Brecon Beacons, fully restored this year. Owned by D. O'Leary.

F30 LISTER PETROL/PARAFFIN 1921 No.29638. Owned By S.J. Payne, Frome, Somerset.

F31 AMANCO PETROL HORIZONTAL 1910 No.142761. Owned by S.J. Payne.

F32 AMANCO PETROL/PARAFFIN HORIZONTAL 1916. No.503050. Owned by S.J. Payne.

F33 RUSTON HORNSBY PETROL/PARAFFIN HORIZONTAL 1938. No.230250. Owned by S.J. Payne.

F34 INTERNATIONAL PETROL HORIZONTAL 1922. Owned by S.J. Payne.

F35 CROSSLEY PE 113 No.77727. Used by Mr Coles of Enmore, for driving rack saw. Unused from 1939 until restored by owner in 1971. Owned by G.Pike.,Dorchester,Dorset.

F36 LISTER PETROL/PARAFFIN SIZE P350 R.P.M. 1930 No.20984. Bought in 1972 for renovation from local furniture removal firm, where the engine had stood idle for 8 years. Condition was very poor. Owned by E.M. & T.M. Pincott, Weston-Super-Mare, Somerset.

F37 VILLIERS. Details unknown, found in a scrap yard. R.J. Smith, Lechlade, Gloucester.

F38 Withdrawn.

F39 Withdrawn.

F40 Withdrawn.

F41 Withdrawn.

F42 BAMFORD 4 H.P. APPROX 1920 No.1702. Used on farm work until 1965. Owned by B.E. Wareham, Gurney Slade, Bath.

F43 HARRISON MCGREGOR ALBION ROOT CUTTER AND CLEANER. APPROX 1925. No.10C. Owned by B.E. Wareham.

F44 PETTER 6 H.P. TYPE M 1926 No.77277. Purchased new by the late Mr Watts, North Cadbury, for farm work. Owned by L. Warr, Sherborne, Dorset.

F45 LISTER 2½ H.P. 1926 No.62074. Bought in original condition and owned by L.Warr.

F46 PETTER TYPE M. Year and number unknown. Found in a Taunton scrapyard. Completely restored. Owned by Miss Judith Warr, Sherborne, Dorset.

F47 PETTER APPROX 1927 No.67569. Found locally and restored. Owned by C.R. White, Bruton, Somerset.

F48 ROBINSON APPROX 1905 No.XP2763 . Owner seeks information on this engine. Owned by C.R.White.

F49 AMANCO 1914/16. Left in condition as found after lying in a hedge for 15 years. Owned by C.R. White.

F50 LISTER 2 H.P. D TYPE 1937 No.139564. Purchased from a scrapyard and restored by owner H. Wilkins, Chippenham, Wilts.

F51 WOLSELEY WD TYPE APPROX 1928 No.3792. Sheep shearing engine.Used to drive sawbench & drill.Owner H.Wilkins.

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Alan and Pat Elliott, 1930 Lagonda 2 litre tourer at the start of the London - Brunels Rally, January, 1973.

DISPLAY OF HISTORIC CARS, COMMERCIAL VEHICLES, MOTOR CYCLES AND PEDAL CYCLES

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WESSEX VEHICLE PRESERVATION CLUB

The club was formed in 1971 by a group of local enthusiasts to preserve, maintain and promote interest in vehicles of a historic nature. All pre-war vehicles are eligible, together with certain post-war thoroughbred vehicles. The club organises rallies, treasure hunts, driving tests and concours. On the social side members enjoy film shows, visits, skittles evenings etc., and there is of course the annual dinner at which the years prizes are presented.

Regular meetings are held in various local inns where members meet to discuss their problems or exchange yarns over a glass of ale:

1st. Wednesday of each month. Spread Eagle, Stourton.

2nd. Tuesday of each month. D'Amory Arms, Blandford.

3rd. Monday of each month. The Three Horseshoes, Askerswell.

4th. Thursday of each month. Sparkford Inn, Sparkford.

Members are kept in touch by the monthly newsletter, which is also a valuable source of information regarding spares and vehicles for sale etc. Prospective members are welcome at any of the monthly meetings. Full information and entry forms can be obtained from the membership secretary: A.T. Elliott, 'Greystones' Kingsbury, Milborne Port, Sherborne, Dorset.

The normally accepted classification for historic vehicles is as follows, and the observant will notice that there is some slight disregard for historical accuracy.

VETERAN. Manufactured before 1905.

EDWARDIAN. Manufactured before 1917.

VINTAGE. Manufactured before 1914.

PRE-WAR. Manufactured before 1941.

POST-WAR. Manufactured after 1940.

Section 'G' Vintage Cars

VETERAN. UP TO DECEMBER 1918

G1 DION BOUTON 1911 J. Dymond, Wareham Dorset.

VINTAGE. DECEMBER 1918 - DECEMBER 1930

G2. LANCHESTER 1930. Stuart W. Best, Dorchester.

G3. AUSTIN SALOON 1928. W.H. Biffen, Bridgwater.

G4. LANCIA TOURER 1924. H.G. Cridge, Ilchester.

G5. HUMBER SALOON 1926. D. Davies, Salisbury

G6. LAGONDA TOURER 1930. A.T. Elliott, Sherborne.

G7. LAGONDA TOURER 1928. S.J. Halsall, Warminster.

G8. MORRIS OXFORD SALOON 1930. J.H. Haques, Yeovil.

G9. AUSTIN TOURER 1928. R.J. Lee, Bridgwater.

G10. RENAULT SALOON 1926. R. Mills, Salisbury.

G11. LEE FRANCIS TOURER 1928. J.H. Moore Weston-Super-Mare.

G12. FORD TOURER 1922. B. Russell, Bristol.

G13. HUMBER TOURER 1928. R. Stower, Lymington.

G14. BENTLEY TOURER 1927. John Bligh Ward, Bridgwater.

G15. MORRIS TOURER 1925. R. Withers, Bristol.

G16. ESSEX SUPER SEDAN 1930. R. Withers. Bristol.

POST VINTAGE. DECEMBER 1930 - DECEMBER 1940

G17. AUSTIN SALOON 1932. D. Chapman, Shepton Mallet.

G18. AUSTIN 10 TOURER 1934. F. Clothier, Sturminster Newton

PAGE FORTY

- G19. AUSTIN 7 S.W.3. SALOON 1931. B. Cowley, Poole.
 G20. AUSTIN 7 S ALOON 1932. R. Cressey, Sherborne.
 G21. MORRIS 8 TOURER 1938. M.J. Darlington, Yeovil.
 G22. AUSTIN 7 SALOON 1937. P. Davey, Bridgwater.
 G23. FORD SALOON 1938. Davies Bros. Wilstead Bedford.
 G24. AUSTIN SALOON 1934. J. B. Davies, Bridport, Dorset.
 G25. M.G. T.A. 1938. A.J. Haskett, Templecombe, Somerset.
 G26. LAGONDA TOURER 1932. M. Holloway, Stroud, Glos.
 G27. LANCHESTER S ALOON 1936. J. Hunt, Salisbury, Wilts
 G28. AUSTIN SALOON .M.J. Hunt, Sherborne, Dorset.
 G29. AUSTIN SALOON 1934. M.J. Hunt. Sherborne Dorset.
 G30. MORRIS TOURER 1939. M. Moore, Yeovil.
 G31. RILEY FABRIC SALOON 1931. D.J. Orchard, Storton Caundle, Dorset.
 G32. AUSTIN TOURER 1936. E.G. Paddock, Blandford, Dorset.
 G33. MORRIS SALOON 1934. K.J. Palmer, Weston-Super-Mare.
 G34. MORRIS TOURER 1932. Mr & Mrs D.J. Phillips, Bristol
 G35. AUSTIN 12/4 SALOON 1936. P.T. Roberts, Castle Cary, Som.
 G36. AUSTIN 7 SALOON 1937. P. Ruff, Kempston, Beds.
 G37. AUSTIN SALOON 1938. W.H. Sly, Minehead, Som.
 G38. Rolls Royce 20/25 - 1932 H. Redman, Bridgwater.
 G39. Austin Cambridge 1937. D. Pedder, Salisbury.

POST WAR THOROUGHbred 1945-1955

- G40. BRISTOL SALOON 1948. D.L. Barber, Bournemouth.
 G41. SUNBEAM ROADSTER 1954. R.J. Harding, Dorchester.
 G42. WOLSELEY 6/80 SALOON 1952. E.F. Higbee, Stourton Caundle, Dorset.
 G43. DAIMLER SALOON 1950. H. Morgan, Wareham, Dorset.
 G44. BRISTOL '402' SALOON 1951. D. Peers, Mere, Wilts.
 G45. SPORTS HRG '1500' (Standard Body) 1951. A. White, Somerton.

PLEASE NOTE

FOR SAFETY'S SAKE :-
 Please keep children away from moving vehicles,
 ropes and belts

Please keep dogs on a lead.

Please take note of the stewards instructions

Section 'H' Vintage Commercial Vehicles

VINTAGE .DEC 1918 - DEC 1930

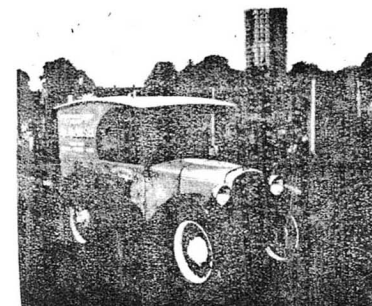
- H1. SCAMMELL LORRY DROP -
 SIDE TRAILER 1926. L.G. Hacker,
 Gillingham, Dorset.

POST VINTAGE .DEC 1930 - DEC 1940

- H2. LEYLAND SHOWMAN'S VAN
 1931. D.L. Hoare, Chepstow, Mon.
 H3. LEYLAND TIPPER 1935.
 D.L. Hoare.
 H4. LEYLAND FLAT LORRY 1935. D.L. Hoare.
 H5. LEYLAND G.S. LORRY 1939. D.L. Hoare.
 H6. FORDSON TRUCK 1936. P.A. Johns & Sons, Poole.
 H7. MORRIS COMMERCIAL 15CWT. 1936/37. D. Peters, Devizes.
 H8. MORRIS COMMERCIAL G.P. ARMY LORRY 15CWT. 1935?
 D. Peters.
 H9. MORRIS VAN 1936. F.J. Stubbings, Taunton.
 H10. FORD VAN 1953. F.J. Stubbings
 H11. AEC MATADOR 1937. P.J. Wadley, Berrow, Nr. Malvern.
 H12. LEYLAND BEAVER LORRY 1935. D.L. Hoare, Chepstow.
 H13. CHEVROLET 2 TON TIPPER 1930. H. Redman, Bridgwater.

POST WAR. 1945 - 1950

- H14. BEDFORD AMBULANCE 1949. A.J. Mackley, Poole.
 H15. MORRIS POST OFFICE TELEPHONE ENGINEERS VAN 1945
 M. Sheppard, Bournemouth.



VINTAGE AUSTIN SEVEN
 DELIVERY VAN

Section 'I' Vintage Buses

POST VINTAGE BUSES. DEC 1930 - DEC 1940

- I1. DOUBLE DECK OPEN TOP BRISTOL K5G. N. Dawson-Smith,
 Bideford, Devon.
 I2. LEYLAND TIGER S/D 1932. D. Hoare, Chepstow.
 I3. LEYLAND TIGER S/D 1936. D. Hoare.
 I4. BEDFORD 25-SEAT. 1939. A.J. Mackley, Poole.

POST WAR BUSES. 1945 - 1955

- I5. LEYLAND DOUBLE DECK 1949. F. Clayton, Worcester Park.

PAGE FORTY TWO

- J6. DENNIS LANCET S/D. 1947.** J.Kyte, Devizes.
J7. BRISTOL LWG 5G. 1951. Dorset Transport Circle, Weymouth.

Section 'J' Motor-cycles & Pedal-cycles

VINTAGE MOTOR-CYCLES. DEC 1918 - DEC 1930.

- J1. HENDERSON 1301 CC. 1929.** F.G.Fricker, Bath.
J2. TRIUMPH 1912. R.Smith, Lechlade, Glos.
J3. OMEGA 1924. S.Smith, Fairford, Glos.
J4. TRIUMPH 1936. S.Smith.
J5. BSA 1927. J.R.Winfield, Aldwyn, Glos.
J6. P.M.S. Aldham 1929. T.T. Cotton, Milborne Port, Sherborne.
J7. A.J.S. 2 3/4 H.P. 1924. R. Pitman, Wells, Somerset.

PEDAL- CYCLES

- J8. HUMBER SAFETY CYCLE 1893.**
J9. BEESTON HUMBER FOLDING CYCLE 1895.
J10. HUMBER LADIES SAFETY 1897.
J11. JAMES TRICYCLE 1907
J12. G.P.O TELEGRAPH CYCLE 1906.
J13. MARSTON GOLDEN SUNBEAM. 6 SPEED 1912.
J14. 12 DURSLEY PEDERSON 1910.
J15. 20 GENTS RACING/TOURING CYCLE 1910.
J16. BSA FOLDING PARA CYCLE.
J17. 1878. 52" CYCLE
J18. SPARKBROOK 'GRAND'. 1893.

All the above cycles owned by J.Reynolds, Penny Farthing, Stowell,
 Nr.Sherborne, Dorset.

Section 'K' Models Exhibition

- K1. 4 mm SCALE FAIRGROUND & VILLAGE, CIRCA 1905.** W.T.Butler, Swindon.
K2. COMPLETE OLD TIME & MODERN FAIRGROUND. G.Bye, Calne, Wilts.
K3. SHOWMAN' ENGINE 'MARGARET' WITH GAVIOLI ORGAN. G.Bye.
K4. 2" SCALE FOWLER PLOUGHING ENGINE. W.F.Carter, Oxford.
K5. 2" SCALE FOWLER LIVING VAN. W.F.Carter.
K6. 3" SCALE WALLIS & STEEVENS SIMPLICITY ROLLER. W.F. Carter.
K7. 1" SCALE SHOWMAN's ENGINE. B.R. Craft, Devizes, Wilts.
K8. 5" G BRITANNIA LOCO CHASSIS. B.R.Craft.
K9. 2 SMALL STATIONARY ENGINES. B.R. Craft.
K10. FREE LANCE BEAM ENGINE. B.R. Craft.
K11. 3" SCALE S/C G.P. TRACTION ENGINE (BURRELL). L.C.Hobbs, Cheltenham.

- K12. VOSPER AIR SEA RESCUE BOAT.** K.Farr, Clevedon, Somerset.
K13. SPOTSTAR FLATY 28 BOAT. K.Farr.
K14. 1908 1/4 H.P. HORIZONTAL ENGINE BY STUART TURNER. W.R.Farr, Pewsey.
K15. COLLECTION OF SMALL ROAD TRANSPORT. W.R.Farr.
K16. 1 1/2" SCALE GYPSY CARAVAN. Diana Fear, Egham, Surrey.
K17. 1 1/2" SCALE BURRELL G.P. ENGINE, WILBUR. I.H.Fear, Egham.
K18. 1 1/2" SCALE MARSHALL PORTABLE, CERES. I.H.Fear.
K19. 1 1/2" SCALE MARSHALL THRESHING MACHINE. I.H.Fear.
K20. 1 1/2" SCALE LIVING VAN & WATER CART. I.H.Fear.
K21. 1" BORE x 1" STROKE VERTICAL STEAM ENGINE. G.H.Fry, Cheltenham.
K22. 2" BORE x 2" STROKE VERTICAL PISTON VALVE. G.H.Fry.
K23. 1 1/2" BORE x 1 1/2" STROKE INVERTED PUMP ENGINE. G.H.Fry.
K24. HORIZONTAL MILL ENGINE. G.H.Fry.
K25. 4 CYLINDER RADIAL. G.H.Fry.
K26. 4 CYLINDER HORIZONTAL. G.H.Fry.
K27. 3" SCALE WORKING MODEL SCENIC FAIR ORGAN. G.H.Fry.
K28. DUTCH STREET ORGAN. A.J.Hammacott, Eastleigh, Hants.
K29. COLLECTION OF PHOTOGRAPHS. Colin Henderson, Weston-Super-Mare.
K30. COLLECTION OF MUSICAL BOXES. Colin Henderson.
K31. COLLECTION OF VICTORIAN INSTRUMENTS. Colin Henderson.
K32. BEAM ENGINE. John Hippisley, Bath.
K33. PADDLE STEAMER ENGINE. John Hippisley.
K34. UNDER-TYPE ENGINE. John Hippisley.
K35. HORIZONTAL MILL ENGINE. John Hippisley.
K36. VERTICAL STEAM ENGINE. John Hippisley.
K37. DUTCH DEEP SEA ENGINE. John Hippisley.
K38. SAVAGE TYPE 3-ABREAST GALLOPER. H.J.Holloway, Seend, Wilts.
K39. SHOWMAN'S CARAVAN. F.W.Holvey, Bath.
K40. GYPSY CARAVAN. F.W.Holvey.
K41. SOMERSET COAL WAGON. F.W.Holvey.
K42. HAYWAINS. F.W.Holvey.
K43. HAYWAIN WITH HORSE. F.W.Holvey.
K44. HAYWAIN SOMERSET STYLE. F.W.Holvey.
K45. LATE A. ARNOLD'S DISPLAY OF OLD SHOWLAND PHOTOGRAPHS.
 A.Hosey, Blackfield, Hants.
K46. FAJR ORGAN. A.Hosey.
K47. BIOSCOPE SHOW. A.Hosey.
K48. VOSPER THORNEYCROFT FAST PATROL BOAT. N.S.James, Clevedon.
K49. TYTAN TUGBOAT. N.S.James.
K50. 89 KEY GAVIOLI ORGAN. E.W.Lan gridge, Winchester.
K51. 2" SCALE 89 KEY MARENGHI ORGAN. E.W.Lan gridge.
K52. SCALE MODEL FAIR. C.E.Orchard, Princes Risborough, Bucks.
K53. 1" SCALE SHOWMAN's ENGINE. C.E.Orchard.
K54. UNDERTYPE ENGINE. E.P.Orchard, High Wycombe, Bucks.
K55. STUART HORIZONTAL ENGINE. E.F.Orchard.
K56. BRASS, COPPER TRACTION ENGINE. E.F.Orchard.
K57. STUART BEAM ENGINE. E.F.Orchard.
K58. 1/4" SCALE FLYING PIG ROUNDABOUT. A.B.Parrish, Salisbury, Wilts.

- K59. 3/4" STEAM DRIVEN OVERBOATS.** A.B.Parrish, Salisbury Wilts.
K60. 2 3/4" SHOWMAN'S ENGINE & ORGAN. A.B.Parrish
K61. FREELANCE FAIRGROUND ORGAN. C.Raworth, Oxford.
K62. FREELANCE DUTCH STREET ORGAN. C.Raworth.
K63. 3" SCALE SHOWMAN'S ENGINE. Tom Ridley, Bath.
K64. PERLEE-HAND ORGAN. Tom Ridley.
K65. 3" SCALE BURRELL SHOWMAN'S ENGINE. A.W.Baker, Pewsey.
K66. 2" SCALE G.P. TRACTION ENGINE. A.W.Baker.
K67. STUART TURNER No.9 MILL ENGINE. A.W.Baker.
K68. 5" G TANK LOCO. K & S Burt, Bath, Somerset.
K69. ENGLISH FIELD GUN. J.G.Mockford, Cheltenham.
K70. 3" SCALE FORTRESS CANNON. J.G.Mockford.
K71. BROADWHEEL SUSSEX HAY CART. J.G.Mockford.
K72. BABCOCK WILCOX BOILER. J.G.Mockford.
K73. RADIO CONTROLLED CABIN CRUISER. C.Perkins, Chippenham.
K74. MODEL BENTLEY. C.Perkins.
K75. TWO TRACTION ENGINES. C.Perkins.
K76. ROAD TRANSPORTER FOR TRACTION ENGINE. C.Perkins.
K77. STEAM DRIVEN GALLOPING HORSES. H.Slack, Chapel-en-le-Frith.
K78. ONE-THIRD SIZE YORKSHIRE 3 TON WAGON. K.C.Stokes, Coventry.
K79. THE LONGHEDGE COLLECTION. Of Old Farm Tools and Barn Machinery; Butter and Cheese-making Equipment; Wheelwrights' and Blacksmiths' Tools; Horseshoes; Old Bottles and Bygones of Country Living and Rural Crafts:
 This Collection was begun in 1972 and is located at Longhedge Farm, Corsley, near Warminster. It is on view to the public at week-ends. P.J. Forward, Longhedge Farm, Corsley, Warminster, Wilts.
K80. VARIOUS RAILWAY MODELS. M.S. White, 9 Warminster Road, Bath -

Section 'L' Horse-drawn Vehicles

- L1 CHARABANC.** Built by Marson & Son Ltd., Birmingham, 1904. Seats 18 people and is one of the earliest forms of public transport.
L2 HANSOM CAB Built by Wilkinson Bros., London, 1869 commonly called the 'Gondola of London'. At one time over 12,000 of these vehicles were plying for hire on the streets of London, now only a handful remain in existence.
L3. BROUGHAM Built by Barker & Co Ltd., London, 1880, introduced into country by Lord Brougham - hence its name. Probably the most popular carriage of its day.
L4 PARK DRAG Built by Henry Whitlock & Co., 1889, for the late Sir Winston Churchill's mother. Sir Winston himself was often driven out to picnics, etc., in this coach
L5 LANDAU. Built by Holland & Holland for the late Lord Hastings. Landaus, of German origin, were introduced to this country in the late Victorian era, and have proved themselves a very useful all weather vehicle.
L6 CLARENCE. Built by Gloucester Waggon & Carriage Works. Used on Ceremonial Occasions by the former High Sheriff of Gloucester.

L7 DOG CART. Built by Thompsons Carriage Works, Perth, 1880. A very sporting vehicle. Dogs were normally carried under the seat, hence the name.

L8 PAIR HORSE HEARSE. Built by J. Pedan & Co., Kilmarnock, 1884. and used up until recently in Ireland.

L9 STANHOPE PHAETON. Built by Henry Whitlock of London, and formerly the property of Madam Tetravzni, the famous Opera Singer, who used to drive a pair of horses to this vehicle.

L10 SHOOTING BRAKE. Built by Hooper & Co., London. Used by deer - stalking parties in Scotland. Last used 1932.

L11 'C' SPRING VICTORIA. Built by Morgan & Co., 1876, for Countess of Rosse. A pair horse vehicle.

All the above vehicles owned and exhibited by B.J. Wicks, Malmesbury, Wilts.
L12 SOMERSET HAYWAIN. With two black Shire horses. Owned and exhibited by N. Rayner, New Milton, Hants.

L13 FARM CART. With Shire horse. Owned and exhibited by Brian W. Robinson, Nr. Bath.

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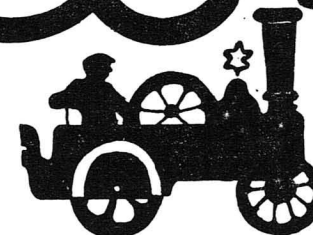
7th, 8th, 9th SEPTEMBER, 1973

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GREAT WORKING OF STEAM ENGINES

STOURPAINE BUSHES, BLANDFORD

JOHN JEFFERY & SON are favoured with instructions from
the Dorset Steam & Historic Vehicle Club to conduct a SALE
by AUCTION, at the ABOVE EVENT, of :-

VINTAGE MACHINERY & VEHICLES, OLD-TIME BYGONES

on FRIDAY, 21st SEPTEMBER, 1973
commencing at 11 a.m. precisely

Entry forms from the Auctioneers' offices, Shaftesbury (Tel 2242/3)
Dorset. Salisbury (Tel 5337/8/9), Wilts.

**GREAT BATH & WEST STEAM FAIR AND EXHIBITION
ORDER OF SERVICE**

10 a.m. SUNDAY 8th JULY

MUSIC BY THE 'BRUDER' ORGAN

(By courtesy of B. Newth Esq., Bristol)

Opening Sentences and Prayers

Hymn

*Onward Christian Soldiers,
Marching as to war,
With the cross of Jesus
Going on before.
Christ the Royal Master
Leads against the foe;
Forward into battle,
See, his banners go!*

CHORUS:

*Onward, Christian Soldiers,
Marching as to war,
With the cross of Jesus
Going on before.*

*At the Sign of triumph
Satan's host doth flee,
On then, Christian Soldiers,
On to victory.
Hells foundations quiver*

Lesson

Read by Col.A.S.Bullivant,M.B.E. (Chairman Bath & West Steam Fair Committee).

Address

by the Revd. R.E.S. Bennett, Rector of Camerton, Bath.

Prayers

Hymn

*All people that on earth do dwell,
Sing to the Lord with cheerful voice:
Him serve with mirth,His praise forth tell,
Come ye before Him and rejoice.*

*Know that the Lord is God indeed,
Without our aid He did us make:
We are His Flock, He doth us feed,
And for His sheep He doth us take.*

Onward Christian Soldiers

*At the shout of praise;
Brothers, lift your voices,
Loud your anthems raise.*

*Like a mighty army
Moves the Church of God;
Brothers we are treading
Where the saints have trod;
We are not divided,
All one body we,
One in hope and doctrine,
One in charity.*

*Onward then, ye people,
Join our happy throng,
Blend with your own voices
in the triumph song:
Glory, laud and honour
Unto Christ the King,
This through countless ages
Men and angels sing.*

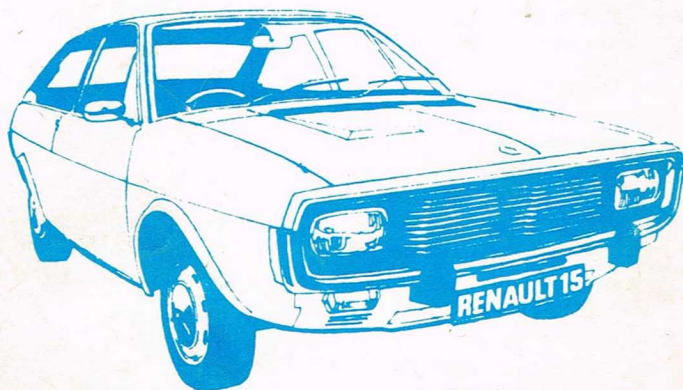
All people that on earth do dwell

*Oh, enter then His gates with praise,
Approach with joy His courts unto:
Praise, laud, and bless His name always,
For it is seemly so to do .*

*For why? the Lord our God is Good,
His mercy is for ever sure ;
His truth at all times firmly stood,
And shall from age to age endure*

The Blessing

The Renault 15 and 17: our latest family cars.



If you think Renault only make practical family cars you're in for a few surprises. Four of them: the R15TL, R15TS, R17TL and R17TS.

They're all coupes, ranging from a sporting 1300 (the 15TL) to a high-performance 1600 (the 17TS with five-speed gearbox, electronic fuel injection and a top speed around 112 m.p.h.).

And their looks alone are enough to change our image.

The 15TS and 17TL both sport our finely-tuned 1565 cc engine and Weber twinchoke carburettors (top speed around 105 mph) with automatic transmission as an optional extra.

Three of the cars have front disc brakes with rear drums, while the high performance 17TS has disc brakes all round. All have servo assistance.

All have our newly developed bumper shields which absorb knocks without damage. Fully reclining front seats and a rear bench shaped like bucket seats, bring you the kind of comfort for which Renault are renowned. And you get all the traditional Renault extras that you don't pay extra for.

All of which adds up to cars so thoughtfully put together they could only have come from Renault.

COME AND SEE THEM

VOGUE MOTORS

148/160 DORCHESTER ROAD, WEYMOUTH - Tel. 2222
LONDON ROAD, DORCHESTER - Tel. 4491