
WESSEX NEWS

Preserving the marque in Hampshire

With a bit of warmer weather finally arriving, events are starting to happen most weekends. April 26th is "Drive it day" and I hope that many of you will take to opportunity to get the car out and blow away a few cobwebs. You may choose just to have a gentle drive around your home area but if you fancy it, there are a couple of events within striking distance that may appeal to you. The Standard Motor Club invites all marques to join in for a days driving in Hampshire and Wiltshire. Starts at 10am at The Bear and Ragged Staff, Stonemarth, Romsey, SO51 for more info click here [Drive it Day](#). If you fancy going a bit further afield, the Haynes Museum at Sparkford are hosting a Triumph event. For more information [click here](#).

At home this week there has been much activity in the garage, Freda has undergone a radiator change in preparation for the New Forest Run on Sunday (Report later in the Newsletter). Jim has also spent some time revamping an old Sharp car radio. We love a bit of music but Freda's radio has been an ornament only up to now. I was very impressed last week to hear music blaring from the garage and wandered out to find that Jim had fixed the radio. We wanted to see if the tape worked as well but there was a small problem, we don't own any cassette tapes. A brief search on eBay and I located a bargain copy of an old Dire Straits album we both liked. It duly arrived and off we went to the garage, Joking, I suggested we may need to take a pencil with us as well. As it turned out the pencil was not required because the tape went in and duly stuck!! No music, no movement. Disappointed I headed for my greenhouse leaving Jim to try and remove the tape. Some hours later, suddenly, the distinctive sounds of Mark Knopfler wafted up the garden, he had only gone and fixed it. It isn't in the car yet, that's this winters project, along with replacing the H frame, but at least we know that next summer we will be cruising through the forest to the sounds of 1970's guitar music and a bit of Radio 2.



Finally if any of you are keen gardeners, like me, I will be holding a plant sale to raise funds for Oakhaven Hospice on Saturday 9th May between 2pm and 4pm at our home 24 Dilly Lane, Barton on Sea, BH25 7DQ. Last year I raised over £250 and hope to beat that total. I grow all the plants myself, both flowers and vegetables.

A word from our leader

Hi Everybody,

Just got back from an excellent Wessex and New Forest Triumph Run. I seem to have been driving all over South Hampshire and Dorset with 149 owners of Stags, TR's and other sundry Triumphs. See the later report for further details, but Wessex TR's were well represented!

It has been a very busy weekend and I wanted to share with you what we took away from the Group Leaders meeting last Saturday. Jim Pullen and I attended the all day meeting held at The Bicester Heritage Centre based at the old defunct RAF Bicester. There is a lot of work going on and once completed they will have a very impressive facility. Do have a look at their website.

<http://bicesterheritage.co.uk>

Chris Hales led the meeting and with frantic note taking I hope I can give you a flavour of the exciting and not so exciting news :-



Board Update – A full review has been carried out of the requirements of the office. This led to the redistribution of work carried out by the existing office manager. Together with the PR Officer picking up advertising and regalia moving out, it was discovered that the role of office manager did not really exist anymore. The board were keen to emphasize that the previous office manager leaving was entirely on a mutually agreed basis.

New website – Wayne Scott – gave a full and detailed update on what is about to happen to future dissemination of information, newsletters and TR Action. The old TR Register web site is going, to be replaced by a new easier to search and user friendly one. Local newsletters could be distributed via the website rather than via emails as at present. Members only section. Ability to use postcodes and other addresses to search for events anywhere in the country and on the continent.

Timetable: Final content and classifieds – May 2015, Beta testing and content population – June 2015, Soft launch (Website up but no members area) – July 2015, and Full launch – August 2015.

Be aware that the required personal login password will be distributed as part of the fly sheet that comes with TR Action 284. DO NOT THROW THIS AWAY as you usually do when you open the magazine.



Jim is part of the Beta testing programme and hopefully he can give some more detailed information in a later Newsletter.

Insurance Update – Nigel Jordan gave an update on the Register insurance scheme. Approximately 1300 policies are now live and there was a 90% conversion during the first quarter. 208 policies were renewed from 231 invited. Plus there were 147 new policies issued in the quarter so we ended the quarter with 355 policies. A 54% increase on the number of policies at the start of the quarter. Foreign travel now has the period increased to cover 90 days.

The Register has a good working relationship with the Insurance Broker and Underwriter. The board are aware that there are “hotspots” and anomalies in a few policies and work is being undertaken to address these.

TR7 Coke Car – A number of years ago the Register bought a TR7 which is known as the coke car due to its livery. It has been decided to sell the car and this will be done via a sealed bid auction to be held 1st June. Details will be published in TR Action 283 due to be published approximately three weeks before the auction date. There will be a reserve!

GLs Handbook – now netted down to 6 sides of A4. One item was brought to our attention – we should use the title “TR Register Wessex Group” rather than “Wessex TR Group”. It was felt this would strengthen the group’s public liability insurance position.

IWE 2015 and 2016 - This year the International Weekend (IWE) will be in Malvern, as you no doubt know. Two attempts in the last four years to move the event further North were generally not seen as a success. Rather than giving out a Programme of events at the site, in future it will be included in TR Action 283. The board have looked at a number of ways to pep up what is becoming a tired format. This year on Friday evening there will be free beer and wine! Entertainment on Saturday evening will be a hypnotist/comedian. The youth group are providing the subjects to be hypnotised.

IWE 2016. A lot of discussion on this. The board have spent a lot of time looking for an alternative venue and have visited 20+ plus sites. They recommended Lincoln for IWE 2016 as it seems to offer everything they were looking for. There are a couple of motor circuits nearby (Cadwell Park is one) so that might feature next year. Lincoln is a lovely city with a large cathedral. After a lot of discussion the group leaders voted on this proposal and with one exception everyone was in favour. I hasten to add Jim and I were in favour. It is about 50 miles further than Malvern from us.

I would be grateful for some FEEDBACK on this proposal. Anything constructive I can feed back to the board as they have to make a firm booking very shortly. The date for next year is July 15th 16th and 17th.

I think that is about all on the group leaders meeting and I’m sorry it is a bit wordy but it is important you have an idea of what is going on. Just a few words on May – no formal run as we are going to The Basingstoke Festival of Transport on the 10th, Beaulieu Autojumble on the 17th and on club night May 26th we are off to Solent Sky Museum (Southampton Flying Museum). This will start at 7pm with secure parking provided and cost will be between £6.50 to £7.00 depending on numbers. Can you let me know if you can make it.

Finally and by no means least I would like to welcome 2 new members, Douglas Maclean from Southampton and Richard Parker from Winchester.

TTFN

Stuart

An extra few words from the Deputy Group Leader

Hi all,

Deputy Group Leader here! As you can see from Stuart's GL musings there is plenty going on within the TR Register and the biggest step forward has to be the new web site.

It is now approaching beta testing when a select number of users are invited to test the new site and worm out any errors before it goes live. I'm delighted to say that Wessex Group is clearly in favour as we are one of the few. Having been one of the first to join Facebook, indeed only just after the TR Register joined we are in a unique position to get ahead of the rest.

The current site suffers from a lack of use, difficulty to navigate and even more difficult for us to change and update the Wessex site. The new site will bring us bang up to date and we can put on content with real value that you will want to look at and have some meaning.

Now that spring is well and truly here, if you have a day out in your TR and find somewhere you think the group would be interested in going please let us know. Your committee is always open to new ideas at any time of the year.

Jim



March Skittles Night

March club night found about 30 of our members at The Phoenix Pub in Twyford for our annual skittles games. Teams competed, with lots of banging and crashing of skittles and balls. The alley had been changed slightly with no ball run off at the end so you had to be a brave soul to stand and sort out the fallen pins and collect the balls. Luckily Piper Reynolds was happy to do the job, ably assisted by her dad Neil.

After an hour or so the food was served and it was time for a bit of a sit down, and then onwards with the game. After the traditional three rounds Team A were pronounced the winners and the top Male and Female players were calculated. It was then time for a game of killer. We all started with three lives but as it was now quite late and it was taking some time, we all lost 1 of them.

Finally we had a winner and it was time to make the presentations. Stuart was unable to attend the event so it fell to the Deputy Group Leader Jim Pullen, to make the presentations.

So who won what? Well in an unusual twist this time it was Nigel Jordan receiving the prize for top male player rather than presenting it.

Keeping it in the family, Liz Jordan was the top female player



And Julian Furniss was the Killer

Thruxton Revival 2015

Words and Pictures by Kevin Warrington

The Easter Meeting at Thruxton circuit was historically a key event on the Formula 2 calendar and often supported by the stars of Formula 1 taking a break at Easter and slumming it in lesser machines. One of the attractions of Thruxton is that it has not been subject to the modifications of other airfield circuits, Silverstone in particular, to slow down the cars and so remains one of the fastest circuits in the UK and quite probably Europe, being a key location in competitions such as Touring Cars, Superbikes and less serious events like truck racing. For the latter, one assumes that speed limiters are turned off and tachographs are set to the “other work” position!

Three years ago, the owners of the circuit in conjunction with the Historic Sports Car Club inaugurated the “Easter Revival”, a two day event held on the Saturday and Sunday of the Easter weekend holiday. Ann and I have been every year, taking part in the Wessex TR group display for the first two years. With no group display this year and in any case no longer owning a TR, we had to “slum it” in the public car park this time and pay £12 each to enter.

The two previous years have been bitterly cold and Thruxton is quite an exposed site – I did overhear someone question why it was that the RAF built all their airfields on such exposed locations – but this year the sun was glimpsed briefly and when the wind stopped howling, it was a pleasant early Spring day.

The event is a mixed bag of qualifying and racing of various formulae; most of the qualifying taking place before lunch and the events themselves in the afternoon. Some races are held in two parts over both days, but most follow the “Revival” format of 20 minute events. Entries are diverse, Formula 3, Formula Ford, Classic GT and Classic Sports cars being just a few. This year saw a surprise and unexpected appearance of a Hesketh Formula 1 car as a late substitute for a Formula Ford 2000 car.



The race card showed a few Triumphs entered; a 2000 saloon, a brace of TR4s and a TR5. We saw the TR5 competing in the Historic Roadsports Championship, but most of the classic metal competing was the inevitable Lotus Cortina, Mini-Cooper, Ford Anglia and Hillman Imp selection supplemented by a few Turners, Datsun Z cars, a few examples of Italian metal and the occasional “yank tank” in the form of Mustangs and a solitary Ford Galaxy (the land yacht, not the MPV, of course).



Numbers seemed down on previous years; the club display was very sparse with the largest display being what looked like a local boy-racer club. Perhaps the poor weather of previous years has put people off?



Wessex and New Forest Run 2015

Words Stuart Thompson Pictures John Davies & Kevin Warrington

With entries closed, 150 of us Triumph drivers met up in the carpark of the Avon Heath Country Park on the A31. It was a beautiful morning with a slight chill in the air. Plenty of Stags and TR's with a sprinkling of other sundry vehicles were chomping at the bit to get started. At 10:30 we were directed out to begin the morning run.

The morning run was 28 miles taking us deep into the Dorset countryside via some really lovely villages before heading back for lunch at Verwood. Everyone appeared to start well with one exception! That being Wessex's Peter Bailey whose car stopped with a bang before it got to the main road to start the run. Fearing the worst Peter opened the bonnet to find the damage and discovered that the distributor cap had parted company with the distributor itself.

Reconnecting the cap solved the problem – why it had decided to throw itself off the body of the distributor appeared to be a mystery. We only discovered this when we stopped for lunch.

After lunch the convoy set off again, albeit broken down into large sections to avoid clogging the road. At least I assumed this was the reason for being held for several minutes at a time before we could leave. The afternoon run was 43 miles and took us back towards Fordingbridge and across the forest. The whole run was well marshalled but I had one cause for hesitation coming out of Fordingbridge when the stag in from headed off in the

wrong direction. Blissford Hill was exciting as I'm sure it is a 1 in 3, but having to descend was probably better than trying to coax the TR up it. We went under the A31 going South and joined the A35 at Swan Green just outside Lyndhurst. It was then a fast run down to Hinton Admiral. Nigel in his TR7 and I had to make a short detour to fill up before turning off to go to Highcliffe. The 60 mile run turned out to be 70+ miles.



photograph by Kevin Warrington



The destination was Highcliffe Castle and the organisers worked a small miracle getting us all parked up in front. I would have hated to have been stuck in the middle! We had about an hour there to explore and take on board some food and drink before it was time to go, but not before prize giving. Wessex did pretty well with Michael Eatough in his TR2 winning the TR2 to TR4 class and Peter Harper winning the Stag class. So congratulations to both of them.

I did see Kevin and Ann Warrington every time we left and arrived at a stop busy taking photographs of the cars. They should have some excellent shots. Geoff and Jane Glover, Tony Alderton and his new friend David Whitehouse (the Wessex Group Leader immediately before Nigel), John and Liz Davis, Ian Evans, were also on the run from the Wessex Group. My apologies for anyone I might have missed.



Stuart Thompson



Basingstoke Festival of Transport



Sunday 10th May 2015

11am to 4pm

War Memorial Park, Basingstoke

Its time to start spending our Sundays sitting in parks watching the world go by.

Its too late to enter now but its a wonderful day out so come along and visit anyway for a stroll through lots of car history and then visit our TR display which we are sharing with our friends from the Kennet Valley Group.



Solent Sky Museum

Club night on 26th of May sees us on a visit to this interesting museum



From their website :- *Solent Sky Museum showcases the history of aviation in Southampton and the Solent area. Geographically this area was the most important area in the country, if not the world, for aircraft experimental and development work between 1908 and the late 1960s, the most famous being the Spitfire We have 18 aircraft of various types, including the **Spitfire** and **S6b**. Our Engine Bay also has a good selection of engines.*



*We welcome people aboard the **Sandringham Flying Boat** ; and why not take a tour onto the flight deck. Or you can imagine that you are flying the Swift or Harrier Jump Jet while sitting in the cockpit.*

It looks like it will be a fascinating visit. We have arranged a private tour of the Museum and ask that you meet at the premises at 7pm on the day. There will be a cost for admission around £6.50 - £7, but I think it will be money well spent. As the museum would normally be closed at this time, there are unlikely to be any catering facilities.

The museum can be found :-Albert Road South, Southampton, Hampshire , SO14 3FR
Secure parking will be available.

Look forward to seeing you there

Run to Longstock Water Gardens

Our June run which is being led by Geoff and Jane Glover will take us into the beautiful Test Valley for a visit to two venues.

We will be leaving Ower at 1030 on Sunday 21st of June to get to our first stop. This will be at **Longstock Park Nursery** where you will have the opportunity to browse the lovely collection of plants and other items and also have some lunch in the Farm Shop cafe. The estate is owned and run by John Lewis and so the food will be of the standard you can expect at their premises. They do not serve Sunday Lunch but lots of other lighter items are available.

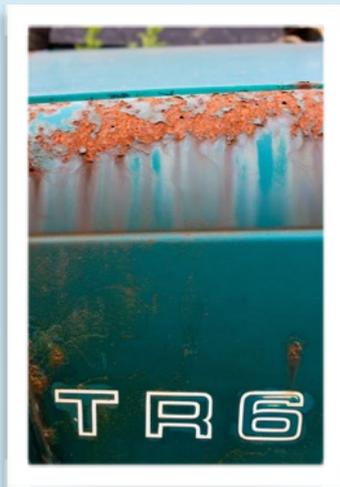


Once you have eaten your fill and bought something nice for the garden, we will make the short journey up the road to the **Water Gardens**. They open between 2pm - 5pm and so there should be plenty of time to explore what has been described as “The finest water garden in the world”. Look forward to seeing you there.



The TR Graveyard

Now here's a story to make you think, particular now that good TR's now command such high prices and original spare parts are disappearing.



As many of us remember during the 1980's and early 90's the classic car world went a bit silly with inflated prices being paid for all sorts of classic and not so classic cars. Keen to get some of the action an enterprising businessman began to source sports cars from the USA with the intention of restoring and selling them on in double quick time. Indeed many of these cars were imported, restored and are happily driving around today.

Gradually as supply exceeded demand cars were left for longer and longer periods awaiting restoration until they no longer became worth restoring. The pictures you see are just the TR's there were many other marques that suffered the same fate, particularly Jaguar.

As time went by the cars become part of the landscape and gradually rusted to the eerie sight you see.

The saddest part is that the cars stored for so many years have now been cleared from the equally disused aerodrome RNAS Stretton in Appleton Thorn, Cheshire and presumably scrapped.



A pair of 6's part stripped now being absorbed into the local flora.



A sad end to an imported TR4, now with a broken back

There'll be another one along in a minute!

Part Two by Kevin Warrington

Following on from Paul's TV appearance on the lunchtime news, I received a call from a TV production company who had been engaged by ITV to make a six part docu-drama on the lead up to D-Day and the effect this had on the civilian population of the South of England. Titled "The Summer of 44", it was shown on Meridian in 2004. Location shots were to be filmed around Beaulieu on a particular weekend in early Spring when, luckily we had no weddings booked. A fee was agreed and I presented myself with a 1950 coach pretending to be in 1944. The village of Pilley was the location and to the casual observer, it had been totally taken over by GIs complete with a truck, a Sherman tank and a detachment of MPs. They had travelled from Hollywood for the filming. Hollywood, Birmingham that is. Out of character, they had the thickest Black Country accents you could imagine. The MPs closed the village off for filming and an entire series of location shots was completed in a single day. Inevitably, the real Police showed up and asked some awkwardly searching questions about road closure orders, but – as I subsequently found out to be a regular TV industry scam – the local Bobby was asked if he'd like to be in the shot and all the difficulties over the road closure were forgotten.

Having run the business for a while, we added a number of modern coaches to the fleet, but also decided to add another 1950s coach if we could find one. The third classic coach to join the fleet was in a different league altogether. The Bedfords were basically extended lorry chassis with a coach body added and were described as lightweight vehicles. The addition was a Bristol, a proper heavyweight coach, built originally in 1958 for long distance service work between South Wales and London; the forerunner of today's National Express. More exactly, it was a Bristol MW6G, MW meaning "Medium Weight" and 6G showing it was fitted with a 6 cylinder Gardiner engine. The engine was laid horizontally and mounted under the floor. It was governed at 1700 rpm and once it got there, it would run all day at that speed, equal to a speed of 50mph in "super top", otherwise known as an overdriven 5th gear. We discovered that this vehicle had quite a history – the vehicle was new to Red and White Motor Services, part of the nationalised British Transport group. In the way of Nationalised industries, Red and White were allocated a batch of vehicles that they didn't actually need, including our one. So it had a very sheltered life, ending up with all its seats stripped out and pressed into service as an information office at Severn View Services on the M4 by the original Severn Bridge. It also turned out to be the oldest Bristol MW coach to be preserved.



To look at, the Bristol was very similar to those that used to run through the New Forest on Royal Blue services, except, naturally, our one was painted red and white. It was identical to a vehicle used in the “Heartbeat” series. I had a call from Yorkshire Television one day. Could they have my Bristol for filming? Well, of course they could. Good, they replied, we’ll give you a bit towards the fuel. I explained that it didn’t actually work quite like that and the rate would be £600 a day inclusive of 250 miles and £3 a mile above that. “So what if we give you a mention in the credits?” It was a job that I declined, but shortly afterwards, one of the independent companies who produce reality shows for the BBC were in contact. They wanted a 1950s coach for a TV series being made with antiques expert David Dickinson tutoring a group of amateur dealers and it was shown on the BBC (and repeated many times on UKTV) as “Dealing with Dickinson”. This took about 3 weeks, based mainly around West Sussex, but with some filming in Central London, including a session driving over Tower Bridge that caused us to be stopped and questioned, but this time all the permits were in order and a run up to Birmingham for some filming at the NEC. I know the transport between the NEC car parks and the entrances can be a bit ragged at times, but did the punters *really* expect a 1950 coach to be working the car park shuttle? I spent more time chasing off visitors than I did filming over those few days. I drove the coach every day and appeared in a few “cameo” shots. I got to meet David Dickinson and chatted to him several times. An interesting character, to say the least.



Just in case like Kevin you don't recognise celebrities

Following on from that a call was received from GMTV, asking for a price to do a week’s location work for a feature they were doing with their “Life Coach”, dealing with a series of issues that ordinary people were struggling to cope with. They told me what the rate was going to be and I readily accepted as the planned week was empty in the diary and it sounded interesting. And it was about what I would have charged in any case.

Of course, it is breakfast TV and live, so it is going to be early starts each morning and a different location each day. Monday was in County Durham; I left on Saturday lunchtime and got to the hotel where we were all staying in Sedgefield late on Sunday evening having stopped en route. The crew were all there, Pete Cohen, GMTV’s life coach, the production crew, the Outside Broadcast van and crew, the satellite link van and crew and the presenter, Andrea McLean. I didn’t know who Andrea was, but soon found out she was *famous*! Lovely lady too. Each morning was a painfully early start, then back to the hotel for breakfast and a few hours more sleep and then to the next location. We finished on Thursday morning at East Grinstead in Sussex, having stopped at Nottingham and Colchester on the way. Each night in a four-star hotel.

Watching how they put together live outside broadcast is a revelation; all production is shifted to the OB unit and the unit producer literally runs the show, timed to the very second. I “helped” most mornings. Which means I carried cables and mostly kept out of shot and was given two earpieces – one is the audio being broadcast and the other is the direction. And while all this is going on, the “talent” are talking at the same time. If you search on YouTube for GMTV Life Coach, you may still find a clip from the week.

So having had a number of good TV production experiences, my luck was due to change. This time it was a Channel Five production and the background was a reality series based around a group of people who would experience a 1950 Holiday Camp on the Isle of Wight. It was one of those jobs that I had my doubts about from the beginning and as it was to transpire, my doubts were not without foundation! They wanted two coaches and to meet up with them at the car ferry terminal at Fishbourne on the Isle of Wight. That seemed a bit odd, especially as coaches carrying more than 20 fare paying passengers go free, but an empty coach is charged at about £400 each way. The thought was that seeing the 1950s coaches at the ferry terminal in Portsmouth might give the game away. So the deal was an agreed hire fee for the day for each coach and that they would organise and pay for the ferry crossing. At the time, I was doing contract work with the modern coaches and was back and forth to the Island a couple of times a week and knew how difficult (and expensive) it was to get a booking for a coach in the summer. We had a rough schedule of timings and film locations. I suggested that the timings were inappropriate for two fully loaded 1950s coaches in the hilly environs of the Island, but they told me that they had timed it in a Range Rover and it was fine. So, confirm in writing that the time schedule was grossly optimistic. I suggested that they book a 06:30 ferry out and 18:00 return. They booked a 07:30 and 16:00 return, in mid summer at the weekend. We arrived at the ferry office; the tickets were there, but had not been paid for and I wasn't going to pay as I had a vision even at this point of a letter starting with the words “without prejudice to any other remedy either Contractual or Statute...” heading in their direction! A brief discussion by phone ensued and a credit card number was swiftly provided.



At around 10:00 am, the “talent” and guests arrived. They clearly had no idea what they had let themselves in for. The “talent” were modelled on “Hi-de-Hi” and commenced by providing some “entertainment” for a totally bewildered and unimpressed group of individuals who by now were coming to realise that their free week's holiday on the Isle of Wight might not be all that they thought. You might get a feeling for the quality of the “guests” if I say mention that amongst the crew, there were four “security” personnel.

We boarded the coaches and set off at about 11am. The destination was to be a mothballed Holiday Camp on the south west coast of the Island towards Freshwater. The desired route is via Ryde, Sandown and Ventnor. It took us two and a half hours, including a couple of stops for the loo and one for some bottles of water. At which stop, we lost some of the bewildered who headed off to the nearest pub!

They want us to do some drive by shots as we approach the destination, and so we offload one of the camera crews and head off to turn round for the drive by. The intended turning point is a layby, full of cars and the coaches are 30 feet long and 8 feet wide. We eventually find somewhere to turn, do one drive by, find somewhere else to turn and come back. The camera wasn't rolling, so that was a lost opportunity! We do another drive by and this time, turn into the camp to unload. It is becoming very apparent that there is a distinct air of chaos about the whole affair.

Allowing for a return to Fishbourne the "quick way" via Freshwater and the 45 minutes check in, we need to leave absolutely no later than 2:30pm, or in about 10 minutes time, or we shall miss our ferry and by the time that they find space for 2 coaches on a ferry on a Sunday afternoon in Summer, we will be out of driving hours, so we *have* to go. I explain this to the producer who has what in the creative industries I think is called a "hissy fit" and asks why I booked such a ridiculously early ferry. I explain that, actually, I didn't book it. I recommended booking on a later one, but she made the booking. It all became a little unpleasant after that with things being thrown and we decided to beat a hasty exit. The TV series did get made, it was perhaps the model used for the "Boot Camp" style of reality show and it was enough to put me off doing any further TV work for a while. But we did get paid and a letter of apology accompanied the payment.

By now, we were doing four or five weddings a week in "high season" and I'd not had a weekend off for nearly three years. Although the classic coach business was making a reasonable return, the modern coach business was only returning around 3% on investment and at the time, the banks were paying 5% on deposits. With well over a quarter of a million pounds worth of cash tied up in vehicles, a full time staff of 3 and as many part timers, I felt everyone was making money except me. With the lease on the premises due for renewal and continuing skirmishes with the local council over planning issues, I decided to close down the business. It was a fun, if at times very frustrating four years of my life. Especially when one of the employees managed to put all three modern coaches out of service in the same week.

As a footnote, I hinted that I am not particularly quick at recognising celebrities. After I closed my own business, I did a few years of casual coach driving for a business near Andover. It paid for a few holidays and in the main consisted of transport for the Army, mostly to and from the exercise Ranges in the Brecon Beacons. On one particular trip, we picked up at Sandhurst with instructions to go to a training village at Sennybridge in the wildest part of Wales. We stopped just over the border into Wales for a coffee. Generally, coaches always use the same stopping places, not infrequently because there is some form of "incentive" for the driver. I drank my coffee and was just generally chatting to some of the young lads; one or two were the sort that will not talk to someone as low as a coach driver, but others were very friendly. One was a young lad, quite well spoken and interested in all sorts of things. We chatted for about 15 minutes or so. And then completed the journey. After we unloaded, looking forward to the run back to the depot at Thruxton, one of the other drivers said to me "ere Kev, that young lad you were chatting to at the coffee stop. You do know who he was, don't you?" Well, of course, I had absolutely no idea who he was, but I had noticed that the name embroidered on his combat jacket said "Wales". And his mates were all calling him "Wills". Wales.... William Wales... Prince William.

2015 Diary of Events

Wessex Group Events

April 2015

28th Club Night- Pub visit to The Bear and Ragged Staff, Stoneymarsh, Romsey, SO51 0LB from 7.30pm
<http://bear-and-ragged-staff.co.uk>

May 201

10th Club Run - Basingstoke Festival of Transport - Make sure you apply.
 26th Club Night - Solent SkyMuseum, Southampton 7pm
<http://www.solentskymuseum.org>

June 2015

21st Club Run to Longstock Water Gardens
 23rd Club Night - Clean Car Night at IBM, Hursley, SO21 2JN

July 2015

19th Club Run - Bucklers Hard and Family Fun Day
 28th Club Night - Invited Car Night at IBM, Hursley, SO21 2JN

August 2015

7th - 9th International Weekend, Three Counties Show Ground, Malvern
 16th Club Run to The Boot Inn, Houghton, Stockbridge, Hants
 SO20 6LH 11am at Ower <http://thebootinn-houghton.co.uk>
 25th Club Night - Natter and Noggin, Nondescripts Club, Lyndhurst

September 2015

13th Club Run - The Cream Tea Run
 22nd Club Night - Barbecue at Nondescripts Club, Lyndhurst

October 2015

27th Club Night - Presentation by Vintage Tyres of Beaulieu
<http://www.vintagetyres.com>

All events are covered in full on the Wessex Tr Register Facebook page and any late updates or cancellations will be published there.

Other events of interest

April 2015

26th Drive it Day - The Standard Motor Club invites all marques to join in for a days driving in Hampshire and Wiltshire. Starts at 10am at The Bear and Ragged Staff, Stonemarth, Romsey, SO51 for more info click here [**Drive it Day**](#)

May 2015

2nd - 4th Donnington Historic Festival
[**http://www.donningtonhistoric.com**](http://www.donningtonhistoric.com)

10th Basingstoke Festival of Transport

22nd - 24th Spa Classic, Belgium

June 2015

25th - 28th Goodwood Festival of Speed
[**Festival of Speed**](#)

July 2015

11th New Milton Classic Car Show - [**Apply Here**](#)

18th Fordingbridge Summer Festival Car Show - [**Apply Here**](#)

24th - 26th Silverstone Classic, Northamptonshire
[**http://www.silverstoneclassic.com**](http://www.silverstoneclassic.com)

August 2015

2nd Lymington Spectacular Classic Car Show - Woodside Park Leamington
[**Apply Here**](#)

16th Hampshire Classic Motor Show - Breamore House, Nr. Fordingbridge, Hants, SP6 2DF [**Apply Here**](#)

22nd Simply Classics - National Motor Museum, Beaulieu
[**http://www.beaulieu.co.uk**](http://www.beaulieu.co.uk)

September 2015

5th - 6th Beaulieu International Autojumble - National Motor Museum
Buy tickets [**Here**](#)

11th - 13th Goodwood Revival
[**Revival**](#)

Weekly events - [Classic cars on the Prom](#) too many dates to add them all but various meetings in Bournemouth, Christchurch and Highcliff Castle all over the summer

Group Leader & Chairperson	Stuart Thompson	01794 512867
Deputy Group Leader	Jim Pullen	01425 618532
Treasurer	Roy Clough	01980 626236
Regalia Manager	Tony Alderton	01425 477674
	Sue Chorley	02380 293492
	John Davies	07884 267479
	Geoff Glover	01202 861939
	Neil Wlnscom	01425 653336



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