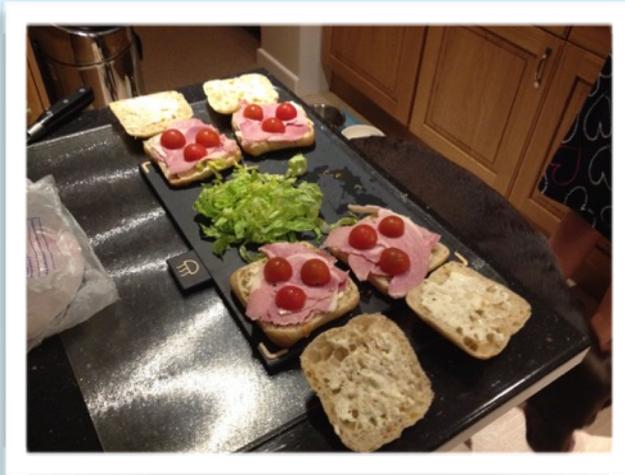


# WESSEX NEWS

## *Preserving the marque in Hampshire*

It only feels like a few days since the last time I published Wessex News, these short months at the beginning of the year keep me on my toes, making sure that I have things to write about. Luckily we have so much going on, it's not too much of a problem, and this month there are also a couple of members contributions which are always welcome.

Sunday 1st of March was Stoneleigh day. We had Clem staying from France as he and Jim were determined to buy anything that wasn't bolted down, It also meant that Lorraine's cafe was up and running early. I found myself at stupid o'clock, taking up my post in the kitchen to provide a packed lunch and bacon sarnie's before they hit the road. I must be mad!! Apparently they went down very well.



As I type this, its a couple of days before our 25th anniversary Duck race, which I am looking forward to. I need to improve on my previous performance when my duck came in last and I received the booby prize. There is a slight problem, in that I don't as yet actually have a duck to race. Time has got away from me and I am now up against it trying to find a suitable competitor. There will be a

full report from the race later in this edition and lets hope we are blessed with great weather and a good turnout.

There are lots of things going on over the next few months which are listed in the diary at the end of the newsletter, please have a good look and make sure you don't miss anything.

## A word from our leader

Hi everybody,

Well Spring appears to be well on it's way. It must be as the 25<sup>th</sup> anniversary running of the Wessex duck race is nearly upon us. In fact when you read this it will all be over. I hadn't realised that duck racing was such big business. My elderly duck, Don, had died through my neglect and I had to obtain another. I have now bought a new racing duck (mid range) from "just ducks" which is Jim and Lorraine's preferred supplier of ducks. It appears we are now in the middle of serious countryside duck racing season. Quackers!! Any how many thanks to Neil for steadfastly organising this over the years.

Last month's club night we had another of Roy's quizzes. Seventeen stalwarts turned up to take part knowing that there was only going to be one winner. All the questions were to correctly name various marques of car. Sneakily, Roy had included two questions for the same car but viewed from a different angle. That caught some of us out! Julian Furness had the highest score with the combined brain power of Nigel Jordan and Dave Smith in second place.

Many thanks to John Davies for organising the March run to the High Corner Inn. There are a number of events coming up and as the weather improves you might like to take advantage of at least one of them.

24<sup>th</sup> March club night – Skittles at The Phoenix, Twyford – get you food orders in to Geoff Glover pdq!

5<sup>th</sup> April, we maybe going to Thruxton for the Easter Historic race day, I'm still waiting to hear. Please let me know if you are interested.

16<sup>th</sup> April, we are still looking to make up a team of brains (difficult) for the 2015 Inter-car challenge at the Hamworthy Sports and Social club. Again please let me know if your are interested.

10<sup>th</sup> May there is the Basingstoke Festival of Transport. Yep you've got it, please let me know if you want to be on the stand. Entries have to be in by 1<sup>st</sup> April

I think that is it from me for now, I look forward to seeing you out and about TRing

Stuart



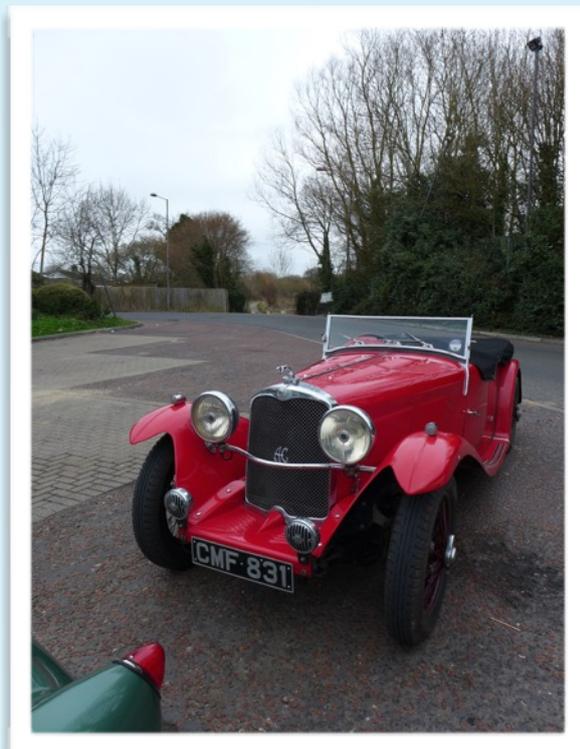
# March Club Run

**By Jim Pullen**

I can't quite believe we have just completed the third run of 2015! Lorraine and I missed Stuart's run to Wickham and the Portsmouth Bus Museum so we turned up especially early for this one. John our route guide arrived but it seemed he had left his maps at home. Never mind, he was optimistic that we would have no problems and he sort of had a route in mind!



You may remember Nick Clark from the February 2014 edition of Wessex news when there was a communication failure and we cancelled the run because of horrendous weather conditions, and flooded roads throughout Hampshire and Dorset. Nick, however, duly turned up at Ower and had himself a one car run. Plus point was he got a free chassis wash and certainly blew the cobwebs away. Since that day, he has replaced his car and is now the proud owner of a lovely TR3a which had just had a bare metal respray. To ensure that he was not alone this time he arrived with a couple of friends, an Aston Martin DB2 built in 1957 and owned by David and Joce and an AC 16/70 build in 1935 and owned by Tim. This certainly set the bar pretty high for the rest of us! No such problems for this run though alongside Nick we had 4 TR6's, 4 TR7's and a TR4a.



All cars set off for a run through the new Forest taking in the delights of Lyndhurst, Beaulieu and Brockenhurst before arriving at High Corner Inn at Linwood. As we wobbled down the gravel drive I did wonder where we were going to park as the place was pretty rammed, but fear not, John led us to a small overflow car park where we could all park together and he had arranged tables inside for us to sit and enjoy lunch



At this point we realised that Nick in the TR3 was not with us. His friend's said they saw him turn off at the first roundabout onto the A36 and disappear. They were mystified, we were also missing one of the 6's. Attempts to contact them failed but shortly after both cars arrived. It seemed that they had gone off and done their own tour of the forest, quite accidentally of course. I hope that doesn't put Nick off trying to join in with another one of our runs!

Fortunately the day stayed dry for us right up to when we left, the clouds came down and gave us some 'mizzle'. This was Freda's first time in the rain, so with headlights, asthmatic wipers and heater on we set off for home. We made it as far as Bolderwood before Freda gave up and shut down systems. With thoughts of how the RAC was going to find us and maybe Lorraine might prefer a taxi ride home rather than being stuck on a single track road with only horses for company, I set about attempting a diagnosis. The engine turned over okay, but the fuel pump was unusually quiet so first check was bonnet up and fuel cut out checked. Next step was fuses, located conveniently in the passenger footwell, as I took the cover off a 15amp fuse virtually fell out in bits. After a quick fumble in the boot the fuse was replaced (and now uprated) and it was all systems go, so after no more than 10 minutes we were back on our way home.



If you fancy a run out, High Corner Inn might be a good stopping point for a hearty lunch, it's certainly off the beaten track so make use of your sat nav and you do approach on an uneven gravel track. It's a great place for walking as well. Thanks to John for the run and arranging the parking and lunch reservations.

# The 25th Anniversary Duck Race

## The Race Report by Neil Winscom

Wessex members who are somewhat longer of tooth and still have reliable memories may recall a day back in 1990 when we held the first ever Wessex Group Duck Race. It was an idea that, to be honest, I copied from another local car club; we were looking for some different ideas for club events and this one was definitely different! The other club held their race on New Year's Day, which I thought was completely mad, so we opted for early Spring, when there would still be a reasonable flow of water but there was a chance of better weather. I don't think that anyone imagined we would still be holding the race 25 years later!

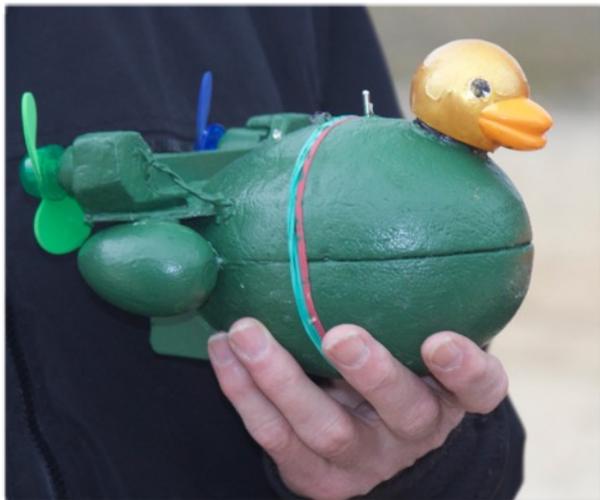
Over the years, the weather has actually been very kind to us; quite often, the day of the race falls on the first really nice weekend of the year. Last year, it was 18 degrees but this year, we were not quite so fortunate - the forecast wasn't bad but in reality, it was spitting with light rain at times and it was woolly hat time, rather than t-shirts. With the dodgy weather, the first Grand Prix of the season and Mothering Sunday all coinciding, I was fearful that the turn-out might be a bit on the low side. But I needn't have worried - clearly nothing stands in the way of the ardent Wessex duck racer, as we had 52 entries.



I'd like to extend a big, big thank you to everyone who took part, all the supporting crews and a special thank you to those who helped along the way, to keep all the ducks pointing vaguely in the right direction.

As usual. I went down to the stream a couple of days before the race, to clear away as much debris as I could. It is always fascinating to see how, each year, the stream subtly changes, through erosion, encroaching overgrowth and even fallen trees. This year, there were at least three places where the stream divided into two, around small islands, affording a fantastic opportunity for a bit of overtaking if your duck chose the right lane! The stream was in almost perfect condition for the race.

And so the time finally came for the milestone event. After a historic photo shoot in the car park, a shower of plastic ducks was hurled from the bridge that marks the start of the course and the race was under way.



Now the observant of you may have noticed that, in many previous years, my ducks have not even made it to the start but this year was different: my green, avocado-shaped duck (that at times looked almost more like Thunderbird 2 than a duck) actually got going, stayed afloat and sometimes even responded to the remote control...but not always! Once it decided to develop a mind of its own, it grounded itself on a bank of pebbles and, when the current finally dislodged it, one of its vital floats became detached, leaving it permanently listing to one side and uncontrollable. Game over! Sadly, it had to be retired.

I'm pleased to say though that all but two of the other ducks made it to the finish. On a somewhat slow current this year, the lead kept changing and the race was closely contested right to the end, with Dave Warrington being the eventual winner of the Standard Class. As for the Modified Class, the two fastest contenders were the entries from Bill Chorley and Neil James and they were so far ahead of the rest of the field that they took an extended tea break half-way down the course, to let all the others catch up.

Both, however, suffered from a strong desire to go round and round in circles, so in the end, it was a question of which one could keep a straight line longer than the other. Neil's just won out over Bill's.



**Modified - 1st Place Duck**



**Modified - 2nd Place Duck**

This year, we had a prize for the Best Dressed Duck and the clear winner was Paola Lyle's duck, wearing a beautiful bridal gown with pearls - at least at the start of the race; unfortunately, by the end, it was skinny-dipping...but it had looked fantastic! The last place this year went to Francesca Lyle. Her duck (Wally) actually arrived very close to the finishing line and then proceeded to wait, very politely, for all the other ducks to cross the line first!



**Last place Wally and Best Dressed Bride**

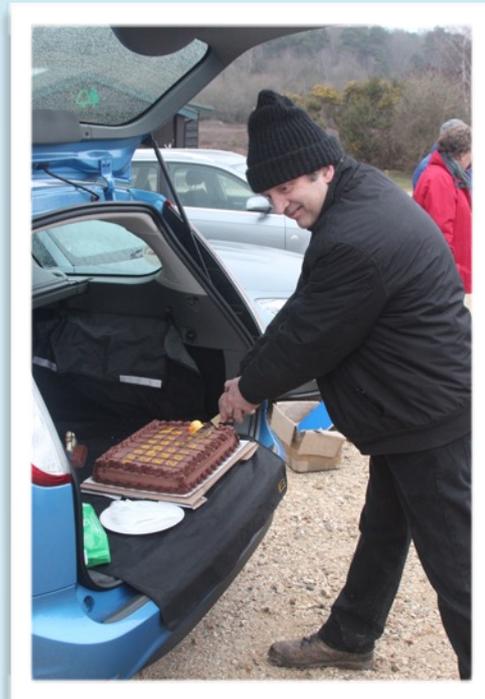


Of course, it's the taking part that matters, not the winning and there's no doubt that everyone had a great time, despite the chilly weather. Everyone, perhaps, apart from Andrew Mitchell, who was the unlucky soul who became this year's true Son of Ober, by losing his footing and falling in. Apparently, it was very cold! Nevertheless, having made the sacrifice, Andy then gallantly continued for much of the race in the stream itself, rescuing any stranded ducks.



Back on dry land and back at the car park, it was great to celebrate our 25th anniversary race with a special cake, kindly arranged by Sue Chorley and a host of prizes.

I'd like to thank a number of people for their invaluable contributions, namely Sue Chorley for the scrutineering and organising the cake, Piper Reynolds for distributing the certificates, Geoff Glover for donning his waders and bringing a 600' long pole to rescue the ducks, Jim Pullen for taking the official photographs, my sister for supplying some of the prizes, the Chorley clan for retrieving the ducks at the finishing line and Stuart Thompson for his kind words at the end.



The prize-winners were:



**Standard Class - Dave Warrington  
(trophy and bottle of wine)**



**Modified Class - Neil James  
(trophy and bottle of wine)**



**Best dressed duck - Paola Lyle  
(Duc d'O chocolates)**



**Best creation - Bill Chorley (  
bottle of wine**



**Best entertainment - Andrew Mitchell  
(duck-themed cleaning wipes, to get  
the mud off!)**

**Best decorated ducks** - Piper Reynolds, Heather Duncan, Helen Thomas, Kevin Dunham (chocolates)

**Highest placed newcomer** - Nick Lyle (bottle of wine)

**25th. place** - Jo Powell (25th. anniversary balloon and chocolates)

**Last place** - Francesca Lyle (toilet duck)

**Special prize for marshalling** - Geoff Glover (chocolates)

**Special prize for 25 years of help and scrutineering** - Sue Chorley (chocolates)

and of course, everyone had a certificate and a slice of cake!

So it's all over. Where did those 25 years go?!

To see all of the photographs taken at the event have a look [Here](#)

## There'll be another one along in a minute!

by Kevin Warrington

February's Sunday Run that ended up at the Bus Museum went down rather well with members and as a member of the TR Register and a long term volunteer restorer and crew member, I thought I'd share a few anecdotes about life running a classic vehicle business.

Up until the end of 2001, I'd worked in the aerospace and defence industry, originally as a hardware developer. I wasn't particularly good at that and it doesn't pay as well as people might think it does, so I became a Field Service Engineer for a computer company, which paid *much* better and included a company car. I did OK at this, but an opportunity to venture into product management and marketing came along and I dabbled at this for some years before venturing into full time selling and ended up in the upper echelons of senior management within one of the largest independent software companies, based in Mountain View, California but still living in Hampshire and running up quite a considerable mileage in commuting. We all did very well out of the "dot com" boom and the "Millennium Bug".

However, in late 2001, I found myself on the wrong side of an internal coup and was in the invidious position of being required to shut down an entire division of the business, making myself redundant at the end and turning off the lights when I shut the doors as I left. I'd had enough and decided that I wasn't going back to that business for at least a year. That year became "forever".

One Monday, I found myself out with my younger brother, Paul. I think we were enjoying a beer in the local sports centre having spent the evening swimming. Paul has worked in the transport business for most of his working life and has fingers in many pies, not least of which being the Operations Director in a huge minibus business based near Portsmouth. In the way that these conversations develop, we thought it might be a bit of fun to purchase a classic coach to take to shows. Well, it is the sort of thing you just do, isn't it?

The question then was what should we buy? That was an easy decision and we both agreed that we would look out for a Bedford OB – the classic 1950's little coach that appears in all the British movies of the era and which everyone seems to have gone to school on. Chances of finding one? Absolutely zero. But luck was with us as one came up for sale a few months later, the only problem being that it was in Lancaster.

I was dispatched to inspect. It wasn't perfect, but the price was fair and it would suit our needs. It had the original Bedford 214 cubic inch (3500 cc) petrol engine and characteristically noisy gearbox.



The following weekend saw two sets of Mr and Mrs Warrington's on a train to Lancaster and we drove it back in one go. At a steady 45 mph, learning how to cope with a sliding mesh, straight cut crash gearbox on the way. We took it to a couple of shows and for some reason that I cannot possibly rationally explain, we decided to buy another!



The second was a little larger, but still a Bedford, dating from 1956 and a very rare Bedford SB fitted with a Duple Vega body and a very distinctive "Butterfly" grille. Like the OB, this one had originally been built with a six cylinder petrol engine, in this case of 300 cubic inches (4.9 litres) capacity, a four speed gearbox and twin speed rear axle giving a total of 8 forward gear ratios and two in reverse. However, once petrol reached the ridiculous price of five shillings a gallon, it became uneconomic and a 300 cu in diesel engine and five speed gear box replaced the original.

So now we had two 1950s coaches. I think it was Ann who first made a comment about the amount of money we were spending on fuel (at 12 mpg) and rental of barn space belonging to the Bus Museum and so we came up with the idea of running them as a business. Paul was in the industry and so knew what to do, my background in sales and marketing (allegedly able to sell fridges to Arabs and sand to Eskimos – or something like that) would be a benefit. What could possibly go wrong?

Our target market was decided – weddings and perhaps some film and TV work. Now, while you can easily hire out a classic car for weddings with just a simple extension to your insurance, running a coach for a wedding is an entirely different can of worms. To start with, while you can drive a lorry or coach that is over 30 years old for fun on a standard car licence, you can't carry passengers without a proper PSV or HGV licence. Paul had a limited PSV licence for minibuses, but needed to take another test to drive anything with more than 16 seats. I had a car licence and needed to learn to drive a PSV properly and to take a test. The cost of the tuition and the test leaves little or no change out of £1,000, but has to be done. We both passed at the first attempt.



Both Bedford's at a Hampshire

Now we needed an Operator's Licence; something issued by the Traffic Commissioners when you can satisfy them that you have a sound business plan, enough money in the bank to run the business (and you cannot actually use the money, it has to just sit on deposit), suitable premises, a plan to correctly maintain the vehicles and, most difficult, someone called a "Transport Manager". This person is someone who is approved by the Commissioners as being of good character and who is legally responsible for everything in the business that is connected with the operation of the vehicles. Paul was such a person, but with his own business to run, it was agreed that I would enrol on the appropriate college course and obtain the required qualification. Another £1500 or so, plus one evening a week for a year and a succession of three formal examinations, each of two hours duration. I became, in the Traffic Commissioner's eyes, a Competent Person of Good Repute permitted to manage a passenger transport undertaking. Add Hire and Reward insurance at £1500 per vehicle, public liability and employer's liability cover and the investment had become quite significant and we were yet to earn a penny.



Looking for premises, we came across an old Southdown dormitory shed located in Wickham that was available for lease. We jumped at it! The local council planning department were less than impressed and mentioned that they would not permit a change of use to become a bus depot. Having done our homework, we knew that the building and its use pre-dated the 1947 Town and Country Planning Act and had sight of a letter from the then local planning authority to confirm that planning consent for our purposes existed

by way of "continued use rights" which pre-dated Southdown's use of the premises, back to the original land owner; the Southern Railway, that had not been extinguished or challenged. Certain of our ground, we had a brief "see you in Court" moment with the Council. Our Operator's Licence was granted in the week between Christmas 2002 and January 2003 and we were in business.

We called the business "Valley Rambler". The origin of the name was very simple. The OB, the first vehicle that we had bought, had the name "Valley Rambler" signwritten across the scuttle because it used to "Ramble" along the Lune Valley in Lancashire. It was now going to "Ramble" up and down the Meon Valley. At the very first show we attended, people would come up to us and chat about remembering "the old Valley Rambler Company" – a business that had never existed, but if people could "remember" it (and we weren't going to correct them, were we?) it seemed a good name to operate under. The decision was made.

I built a web site and we advertised in a number of wedding magazines as well as traditional newspaper advertising and attended a few Wedding Fairs. We soon built up a book to keep us busy every weekend for the next summer and beyond.

We picked up a few more jobs as well. One was for a holiday business based near Poole who was intending to run Enid Blyton's "Famous Five" theme weekends, but nothing came of this. Other than a liking for lashings of Ginger Beer, of course. It did result in Paul being interviewed on the BBC lunchtime news, though and that seemed to generate a number of other TV jobs, more of which later. One of the more curious outcomes of this business relationship resulted in Paul and the holiday business owner discussing what happened to Julian, Dick, George and Anne when they grew up!

Our very first booking was for the Kent Tourist Board, who thought running a 1950's coach around various Kentish attractions (or attractions of Kent, depending on which side of the Medway, I suppose) would make for a jolly excursion. We started at Victoria Coach station, picked up a load of media types (travel editors for most of the daily and Sunday papers, that sort of thing) and headed off to Kent for the day. Arriving at Victoria in a 1950's coach was "interesting". Everything stopped for 20 minutes or so while everyone came for a look.



Weekends took on a regular pattern as each Saturday became part of someone's wedding. It is an interesting position to be in – just watching someone else's wedding and charging for the privilege. Most were happy and joyous occasions, some were tense and one or two,



well, I did wonder whether the marriage would last the Honeymoon. On one job, the bride, dressed in a flowing traditional wedding dress asked if she might be able to drive back to the reception. I explained that, unfortunately, she couldn't because a PSV licence was required. So you can guess what she took out from her handbag...

On another occasion, I did a wedding at St Mary's Church in Portsmouth. This, as you might know, is the largest parish Church in England and is bigger than some Cathedrals. I'd just dropped off the guests and Wedding Party and was parked outside the entrance when a little girl aged about seven and her Mummy came by. "Look, Mummy", says little girl. "There's a wedding and they've got a bus for all the people. They can't have much money, though, can they?" Mummy asked why the little girl thought that and she replied "well, it is a very old bus isn't it". Another wedding proved to be a good example of that well-known phrase "*do you know who I am?*" The wedding was on board HMS Warrior in Portsmouth Historical Dockyard. We did weddings on board Warrior quite regularly and I was very familiar with the process to gain access – just a matter of a phone call the day before, the vehicle registration and the number of people expected. Access at the time was always via Unicorn Gate and required a short drive through the working part of the Navy Base. This particular event, just a day or two before Christmas involved a senior serving member of the Royal Navy who knew better. I had explained that access was via Unicorn Gate, but he told me that we were, on this occasion, going in via the Main Gate. In best "yeah, whatever" mode we drove down to Main Gate where the Groom descended to explain to the MoD Policeman at the Main Gate that we were going in. A pantomime style discussion ensued, ending in "Do you know who I am?" to which the reply was given: "You could be the First Sea Lord for all I care, Sir, but you can't come in here because there are metal bollards in the way".

And then there was the "Traveller's Wedding". This was scheduled to be held at the Roman Catholic Church in Brockenhurst and I was booked for the whole day: "It doesn't matter what it costs, we want your lovely coach for the whole day". It cost a fortune! Well, it would... We worked out the times, allowing plenty of time from the pick up in Chilworth to Brockenhurst; I arrived in good time. The job had been pre-paid; I'd met the people and I thought that they'd be no trouble. An hour after the scheduled departure time, the father of the bride appeared. "We'll be just a while longer", he said. Another hour passed. The Wedding should have started 45 minutes ago! Eventually, everyone was ready to leave and off we went, finally arriving at the Church very, very late. However, it turned out that they had an "arrangement with the Priest and had booked the Church for the whole day! We travelled back in a convoy of 1950's coach and two 1930's Rolls-Royce limousines. They were delightful people and when we got back, the father of the bride apologised for the length of the day and pressed an envelope into my hand. "That's for your trouble" he told me. Shortly after that, just as I was preparing to leave, the father of the groom arrived and apologised for all the time I had been hanging around, pressing another envelope into my hand and saying "that's for you, for all your trouble". A couple of months later, we had a booking from a group of friends who were coming over from Ireland for the Glorious Goodwood week and would we be kind enough to meet them at Gatwick, take them to their hotel in Bournemouth and provide transport every day for the week? I put the same driver on the job and I think they shared their not insubstantial winnings with him

Next time, I'll spill some secrets about some TV work that I found myself doing.



## Spinning Cobwebs with the MG Owners Club or A TR owner does something different for the weekend.

by Alex Bianchi

As we TR owners patiently await the gradual and welcome arrival of spring and start planning events, runs and days out, it's always nice to know that fellow enthusiasts with other marques and models are doing exactly the same thing. And as is always the case, we plan, schedule, organise and then offer up a silent prayer for good weather. We all know that despite the most meticulous planning, no event is ever likely to be entirely successful if the rain, wind and cold decide to put in an unwelcome appearance on the chosen day.

Well, the Winchester MG Owners Club and Hilliers must have been feeling particularly righteous. Their early spring Cobweb Spin event, organised and run on Sunday 1st March at the resplendent Sir Harold Hillier Garden Centre, was blessed with copious amounts of fresh spring sunshine, azure blue skies and almost perfect open-top weather. And the MGOC membership did not disappoint. Opening at 10 am, over 110 classic cars burbled and thrummed their way into the Hillier House car park to create neat parallel rainbow lines of bright MG factory colours and a glimpse back into MG manufacturing history.

Apparently, 2015 was the third successive year that MGOC and Hilliers have worked together to organise the event, and judging by the turnout, it's been very successful. As is often the tradition of these events, the MGOC and Hilliers had advertised the event as open and welcome to all classic cars, not just MGs. And as a TR6 owner, I'd planned to tie up with an old friend (an MGB owner) and "show face" for Triumph TRs.

However, as is often the case with best laid plans, events ("events dear boy, events...") conspired to keep my faithful TR6 sitting things out in the garage, despite the enticements of the welcoming warming sun dried roads. And no, it wasn't a mechanical issue for once. But, fortune smiles on the brave and I was fortunate enough to cadge a lift in my pal's 1971 MGB. Thirty minutes later, and with the roof down and Kate Bush on max vol, we cut a hearty swathe through the slowly warming Winchester valley air en route to Hilliers Garden Centre. Gosh, those old MGBs can go.



I have to admit that ahead of time I was pretty sure the Cobweb event would be speckled with the odd TR, but in a previous communication with our own Jim Pullen the day before, he'd mentioned that the TR Stoneleigh event was happening on the same day. Ah yes, Stoneleigh. A golden chance to buy that essential part needed and at a sensible bargain price ! I knew then it might be a lean day for TRs.

In any case, MG owners from both local and further flung owners clubs turned up on the day. As might be expected, the principal cars were MGAs, MGBs and Midgets as well as well as the odd Austin and Morris. I counted in total two Triumphs, a lovely yellow Stag and a green Herald. However, the day was decidedly MG in every sense.



Priority parking outside the grand Hillier



A rare 1955 MG TF1500

For the children (and the very much grown up children !) there was a remote control race car time trial competition (tremendous fun; I think I came last), and MGOCs own version of the competition where you throw three balls at target in a stall to win a teddy ! In this case, it was called "Hit a Midget".... in this case something that looked like a model car (an MG Midget ?) on an upside down children's bucket. Funny how the simplest entertainment draws the biggest crowd.

I had a chance to meet Hank Dawson, the organiser. He was clearly a busy man as every few minutes one of the Hillier's staff seemed to be asking him about some aspect of managing the ebb and flow of MGs moving in and out of the car park. However, he just about had time to tell me that this was something like the 20th year that MGOC had organised the event and its longevity was testament to the broader resurgence in interest in classic cars, and especially the British marques.

By 2 pm, the day was starting to come to a close, the weather continuing to hold out despite the pessimistic BBC South weather predictions. As the long line of cars made their slow and 'petrolly' procession up the single track road leading away from Hillier House, I did muse that the odd TR would probably have added a bit of interest. However, hats off to the organisers for what was a superb day and a truly enjoyable event for admirers of these lovely old MG's no matter what car you drive today.

# March Skittles Night

Club night on the 24th March will once again see us pitting our ball rolling skills against one another in the skittles alley.

The event will take place at :-The Phoenix Inn, High Street, Twyford, Winchester, SO21 1RF . Please arrive at 7pm for a 7.30pm start.

If you are planning to come along, you need to order your food in advance please decide what you want and email your order to Geoff by the **20th March**. The money will be collected on the night.

[geoffrey.glover@btinternet.com](mailto:geoffrey.glover@btinternet.com)

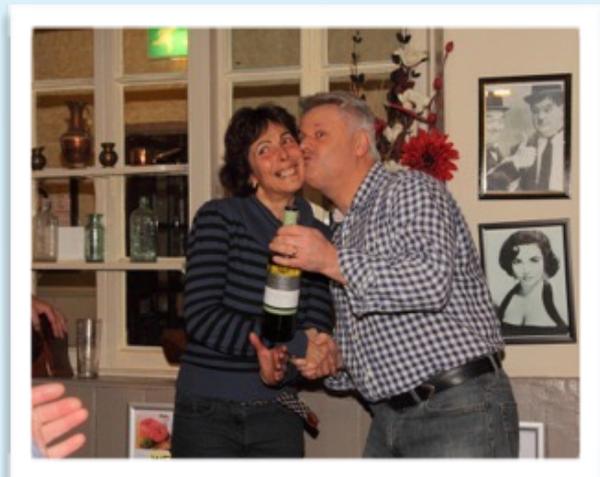
To view the menu click on this link:-

## Skittles Hot Menu

We look forward to seeing you try and beat last years winners



Stuart Thompson - Mens Champion



Roz Alderton- Womans Champion  
and Bill Schofield - Killer!



## The Wessex and New Forest Run

This years event takes place on Sunday 19th of April 2015 and will take the place of our April club run. The event takes the form of a leisurely road run with the cars assembling at Avon Heath Country Park, St Leonards, Ringwood for a 9.00am to 9.30am start. Cars will be sent off in small groups on a predefined route through the New Forest and Wessex countryside of about 60 miles in length. There is a BP petrol station opposite the entrance to the park.

There will be a halfway halt where entrants will be able to stretch their legs. Also complimentary refreshments will be available. The route will eventually finish at Highcliffe Castle, Highcliffe, Dorset, at approximately 2.00pm to 2.30pm and the cars will then be on display for a self judging concours, with a prize for the Best Car in each of various classes. In addition, there will also be a further prize for the entrant considered to have best demonstrated the spirit of the event - whatever that may be! Prizes will be awarded at about 3.45pm

You can visit the castle upon payment of a small fee and there is insight catering available.

Each participant will receive a Rally Plaque which is included in the basic entry fee. In addition, we will also be offering an optional Commemorative Plaque at a minimal additional cost.

As always the number of entries is limited and hence we have to accept entries on a first come first served basis.

Each entrant will be given full route instructions in the form of a road book detailing approximate mileages of junctions illustrated via tulip diagrams and instructions with periodic references to an accompanying map.

Entries can only be accepted upon receipt of a duly completed and signed entry form accompanied by the appropriate fee. In order to guarantee entry all completed entry forms must be received by the closing date of 31st March 2015. Entries received after this date will be at the discretion of the organisers.

If you wish to join in please complete the entry form on the following page and submit direct to the organisers with your fee. Look forward to seeing lots of our group members on the day.



**WESSEX AND NEW FOREST TRIUMPH RUN**  
**SUNDAY 19th APRIL 2015**

Open to all Standard Triumph and Classic Cars (subject to organisers discretion) - a drive through the New Forest and the Wessex countryside starting from Avon Heath Country Park.

Entries are limited to a first come first served basis, so if you would like to enter, please complete the following and then send with entry fee and S.A.E. to:-

**Trevor Carlyle, 14 Woolsbridge Road, St Leonards, Ringwood.**  
**Hants. BH24 2LP.**

*Before Closing Date - 31st March 2015.*

.....

Name .....

Address .....

Model ..... Year .....

Reg No ..... Club (if any) .....

Numbers:- Adults ..... Children (Under 14) .....

I confirm that I have read the conditions of entry issued by the organisers and agree to be bound by them;

I confirm that the information given above is correct and that the above vehicle is suitable for the use to which it will be put during the event and that the vehicle is roadworthy and has a current MOT, valid insurance, and a valid Road Fund Licence;

I confirm that I and/or any other person(s) I may nominate to move, drive, control or otherwise operate the vehicle am/are competent to do so and that person has adequate insurance to do so;

I confirm that the use of the vehicle hereby entered will be covered by insurance as required by law. I undertake not to allow anyone who is not insured to do so to start, drive or otherwise operate the vehicle hereby entered during the course of the event.

In the event of any defect in the insurance referred to above, I undertake to indemnify the organisers in respect of any loss that would have been covered had the insurance not been defective.

Signed ..... Dated this ..... Day of ..... 2015.

Entry Fee Enclosed:-

Basic Entry Fee per Car ..... £12.00 (     ) )  
Optional Commemorative Plaque..... £1.50 (     ) )

Total ..... £ .....  
.....

Please make Cheques payable to **T. Carlyle** enclosing an **S.A.E.** Thank You.

## Basingstoke Festival of Transport



**Sunday 10th May 2015**

**11am to 4pm**

**War Memorial Park, Basingstoke**

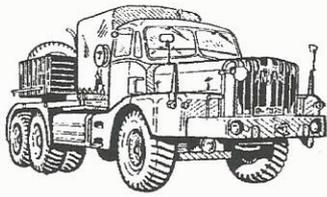
Its time to start spending our Sundays sitting in parks watching the world go by. There will be no organised run in May so this is your chance to meet with other members and enjoy all the event has to offer.

If you wish to enter your TR into the festival, please complete the application form on the following page and send to Stuart Thompson by 27th March 2014

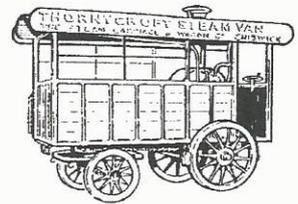


**Post to**

4 Ashley Meadows  
Romsey  
Hampshire  
SO51 7LT



# THE THORNYCROFT SOCIETY LTD.



## Basingstoke Festival of Transport

At the War Memorial Park, Basingstoke, RG21 4AH, by invitation, on  
**Sunday 10th May 2015. Vehicle Entry Form.**

REG. No.	VEHICLE MAKE & MODEL.	
DATE BUILT.	ENGINE MAKE & SIZE.	
BRIEF HISTORY OF VEHICLE;		
OWNERS NAME.	Tel. No. Day.	Evening.
ADDRESS.		Post Code
Insurance Co.	Policy No.	Expiry Date.

PLEASE RETURN THIS FORM WITH A **STAMPED ADDRESSED ENVELOPE 6" X 9"** TO THE RELEVANT SECTION LEADERS BELOW, FOR RETURN OF YOUR ENTRY NUMBER.

**Please Tick Vehicle Type;**

All Goods \_\_\_ PSV \_\_\_ All Emergency Units \_\_\_ Military \_\_\_ Steam \_\_\_ Specialist Units \_\_\_  
Mr John Bond, 16, Greatfield Road, Weeke, Winchester, SO22 6HN. 01962 883246.

Specialist Car Clubs are on a separate form, please apply to;  
Mr Garry Bone, 19, Foyle Park, Basingstoke, Hants, RG21 3HD. 01256 352862.

Pre War Car \_\_\_  
Mr George Johns, 17 Highfield Chase, Basingstoke, Hants, RG21 7SA. 01256 466144.

Post War Car \_\_\_  
Mr Ken Rampton, 4, Church Lane, Cliddesden, Basingstoke, RG25 2JQ. 01256 461034.

Motorcycle \_\_\_ Tractor \_\_\_ Stationary Engine \_\_\_  
Mr Tony Mills, 64, St Annes Close, Winchester, Hants, SO22 4LQ. 01962 851153.

**Conditions of Entry;**

1. THERE WILL BE NO MOVEMENT OF VEHICLES BETWEEN 11.00AM TO 4.00PM. Between these times, Vehicles only to leave the site in an Emergency, or Abandonment of the Event and then only with the Rally Organisers Permission and under supervision of Rally Marshalls.
2. Entry Number to be displayed to gain entry onto the Rally Site.
3. Entries must be entered in a clean, complete & safe working condition. Substitute entries only allowed by prior arrangement with organiser.
4. All entries must be INSURED against all THIRD PARTY RISKS, fully licensed and tested in accordance with the regulations applicable to that type vehicle for road use. The organisers reserve the right to ask for proof of these items. Entries MAY NOT BE RUN ON TRADE PLATES.
5. Steam wagons & engines will only be admitted if the owners can show proof of boiler insurance & annual inspection to the Festival Organiser.
6. Owners must ensure that all drivers are fully qualified in law to handle the class of vehicle entered. No unlicensed persons to drive on site.
7. NO VEHICLES TO BE RUN ON SITE ONCE POSITIONED. All unattended vehicles shall be left securely braked and/or chocked.
8. A speed limit of 10 MPH shall apply to all vehicles, in all event areas off the public highway. NO WHEEL SPINNING ON THE GRASS.
9. Drivers must pay full regard to marshals instructions & conduct themselves in a manner which will not inconvenience other road users or other persons at any time.
10. Private cars built after the 31<sup>st</sup> December 1980 will not be accepted unless otherwise negotiated with Section or Rally Organiser.
11. NO PETROL GENERATORS TO BE USED ON SITE..
13. The closing date for entries is 1<sup>st</sup> April, 2014. Any entries accepted after 1<sup>st</sup> April will not be entered in programme or entitled to a rally plaque.

Please sign that the above conditions are understood & will be adhered to.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

**Closing date for entries is the 1<sup>st</sup> April 2015, late entries may or may not be accepted, but will not appear in the Rally Programme or receive a Rally Plaque.**

# 2015 Diary of Events

## Wessex Group Events

### March 2015

24th Club Night - Skittles at The Phoenix **7pm** for a 7.30pm start

### April 2015

5th Thruxton Revival Meeting - Please contact Stuart for a ticket

16th Car Club Quiz Challenge - Hamworthy Sports and Social Club

**Please let Stuart know if you would like to be on the Wessex team.**

19th Club Run - Wessex and New Forest Run

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

### May 2015

10th Club Run - Basingstoke Festival of Transport - Make sure you apply.

26th Club Night - Solent SkyMuseum, Southampton- awaits confirmation  
<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

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

**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, Stonemmarsh, Romsey, SO51 for more info click here [Drive it Day](#)

### May 2015

2nd - 4th Donnington Historic Festival  
<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>

### 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>

### 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



<https://www.facebook.com/>