



# Beachley



# Echoes

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The President's thoughts for 2022

Due to ill health Syd is unable to put pen to paper but plans on giving a full report at the AGM.

*Syd Thomas*

## Our Padre

**Our Padre is a geezer man,  
A most respected bloke.  
He likes to have a beer with us,  
And tells a real good joke.  
He wears a chaplain's collar,  
As well as Captain's pips.  
He carries around his bible,  
And gives cracking betting tips.**

**The lads are pleased to see him,  
When he drives into our base.  
He brightens up the dullest day,  
With a big smile on his face.  
He leads us in a service;  
He prays that we'll get through,  
And then he puts his cross away,  
And shares a beer or two.**

**He will listen to our troubles,  
And he gives us good advice.  
He's the man we can rely on,  
When things don't turn out nice.  
He knows his soldiers really well,  
And he hurts when comrades die,  
Then he leads the funeral service,  
With silent tears behind each eye.**

Mary has asked me to include this note with the Poem.

If this poem is a sort of tribute to Joe, then I think it sums him up in so many ways. However there are 2 points which don't. He was completely teetotal, but was happy to have an orange juice with those who were drinking beer, and he did not condone betting in any shape or form. He would not even buy a raffle ticket. This was partly because he was Methodist, and partly because he had grown up living with the damage to home and family life which were often the result of booze and betting. He was never straight laced about it, but would always lead by example.

I am very happy to comply with Mary's wishes.

Clive Sanders

Ex Royal Signals

Taunton Branch REA



# He let his light shine

SEVENTY years ago, an 18-year-old Catholic Liverpool lad, Joe Rooney, was working on a local building site as an apprentice joiner. One of his mates asked him if he would play football for the youth club team at the Methodist church as they were a player short. He agreed and discovered the youth club also had some very nice girls so he became a member. This entailed going to a

regular Sunday service in the Methodist church at Fazackerley, Liverpool.

One evening the hymn was announced:

*"Take my life and let it be  
Consecrated Lord to Thee Take  
my moments and my days*

*Let them flow in ceaseless  
praise"*

Joe thought, "I'm not singing that. I don't mean it". He heard God's voice say to him very clearly "Why don't you sing it and why don't you mean it?".

That experience transformed his life. He went home and told his



parents that God had called him. They called the Roman Catholic priest who told him God didn't call boys from his background. He was instructed to give up going to the Methodist church and return to the RC fold. His parents were told if he did not obey, they must turn him out.

## Possessions

So, Joe, just like those disciples of old, left his home to follow Jesus. He was now alone with few possessions and he decided to go to the Methodist minister in Fazackerley and seek his help.

A church meeting was called and they decided to send him to Bible College at Headingley for two years preparatory to ministerial training. His ministerial training was at Cliff College.

Joe preached his first sermon as a local preacher on note, aged 18, and 70 years later, aged 88, he preached his final sermon in Langstone Methodist church in the Newport and Wye Valley circuit.

He was ordained in 1964, having married his first wife, Margaret, in 1959. Thus beginning 60 years of active ministry, where Joe made so much impression on so very many lives.

His first appointment in 1960 was as a probationer in Heckmondwike in the Bradford area. His elder daughter, Kathryn, was born here.

Next, he went to Basildon in Essex. It was here that his daughter, Bridget, was born.

He had been given a newly built church in Langdon Hills and had to attract a congregation. He



established a Boys' Brigade by going around the streets with a rope and getting lads to hang on to it. Then he pulled them into the church and told them they were now a Boys' Brigade.

While in that circuit he spent two weeks living with homeless people in London to see how he and the church could help. He also spent time with the women of Greenham Common in their "Ban the Bomb" campaign.

In 1969 Joe went to Llanyravon in South Wales for 15 years, where he is still fondly remembered, ending up in Caldicot, just a short distance away, where he was minister for 14 years until he retired for the first time. During this time his wife Margaret died, and he later married his second wife, Mary.

In retirement, he acted as minister for Langstone church in the Newport and Wye Valley circuit, he spent a year or two at Cyncoed in Cardiff and then spent seven years acting as

minister to a Congregational church in Rhiwderin.

During his ministry in Caldicot he became an officiating chaplain at Beachley Army Apprentices College near Chepstow, which changed to Beachley Barracks when the college closed and regiments were stationed there instead. He held this role for about 27 years. He was much respected in the army and in 2009 and 2011 he looked after the rear party and the families when the regiment was stationed in Afghanistan. This meant regular visits to Royal Wootton Bassett to receive the bodies of the soldiers who had been killed. His "wisdom and experience" in dealing with funerals was much valued. He was also made an honorary member of the Beachley Old Boys' Association.

### Member

Joe was just as comfortable talking to the Colonel of the Regiment, the Chaplain General or a member of the royal family as he was with the humblest squaddie. Sharing God's love had no barriers for him.

Joe was also a tireless and effective chair of the school governors at Caldicot Comprehensive for many years. He was much loved and respected for his work with the youngsters in the special needs unit and was a valuable support to the headmistress of the school.

One of the last letters he received said "Mathew 5. 16 makes me think of you as you have always lived this scripture: 'Let your light so shine before men in such a way that they may see your good works and glorify your Father who is in Heaven'".

**Mary Rooney**

This article was written by Mary and I have her permission to reprint it in The Echoes. The article first appeared in The Methodist Recorder and I also have their editorial permission to reprint it.



## Chairmans Report for the Beachley Echoes 2022

Well, at last Covid-19 seems to be moving on a little now but remember it has not gone away altogether. It has left a mark on the world and BOBA was not left out, with closures of the HC, the passing of Members and other such issues, but we have come through and the Associations' resolve remains strong.

One good thing to come from the easing of the mess created by Covid is that it does give us the opportunity to meet up once again at Chepstow in September 2022 with a lot to catch up on. All the details and booking forms are available on the Website as well as in the enclosed Reunion Booklet in the Beachley Echoes on line, (if you would like a paper copy then please contact the Editor, Ray Armstrong who will ensure that you get one) and let's look forward to a great weekend with as many Members here as possible.

The Association remains in good shape with new members joining, especially from the later groups which bodes well for the future.

Your committee has continued to work hard throughout the year despite not being able to hold "face to face" meetings, it is surprising how quickly the remote meetings can settle into being the "norm". Long live Zoom! They have had their trials and tribulations but in the main have overcome them and my thanks go to them for their work and support.

The committee have had to review how we live in this litigious environment and accordingly have had to put in place various protocols, H & S, Statutory responses to Fire Procedures, the protection of our members, visitors, volunteers working on behalf of the Association in any capacity, the duty of care to the incumbent unit and most importantly BOBA. Some of them have proved more difficult but the changes are now in place and the Committee will explain the details and seek ratification of them all at the forthcoming AGM.

The AGM this year will be very important and so your attendance would be appreciated wherever possible and don't forget, BOBA is your Association and will only continue to thrive with your support.

All that remains is for me to wish you all well and I look forward to seeing many of you in September

Chris

## Hon Secretary Report 2021/2022

Whilst as Hon Secretary I have fairly little to report it must be said that your committee has been maintaining close contact with me and between us we have got through another year and we all look forward to 2022/2023 with enthusiasm.

With regard to the AGM, you will be asked at the door to give your name and membership number to the Membership Secretary who will verify this on his database and you will be asked to sign the attendee's book, please note that only fully paid-up members are permitted to attend, speak and vote. This action, albeit different to normal will enable the Association to keep more precise records and maintain the integrity of BOBA.

I look forward to catching up with all of you again after what feels like a very very long time.

Regards

Gary White

BOBA Hon Secretary



## Report on Cenotaph Parade November 2021

This years Cenotaph contingent was one of the strongest we have fielded for many years. Following the cancellation of the 2020 parade, there were around 40 initial Applicants for tickets carried over from 2019. I applied for 50 tickets and with a little advertising on the AAC Facebook page and one or two other Facebook Pages, I was able to fill all 50 places with a small number of reserves.

Initial registration went well with RBL but with only three weeks to go, no tickets had been received. In the preceding weeks a number of applicants had emailed me about when tickets would be issued.

I contacted RBL and was informed that the Tickets were being sent as ETickets, not as Individual Printed Tickets for me to dispense. This was a setback for me as I had not been informed by RBL of the change in ticket format and consequently I had no idea who had received ETickets and who hadn't received them. A few people did respond and let me know they had received their ETickets.

The last weekend before I had two applicants who still had not received their ETickets, and the last week was spent frantically trying to contact RBL to get the issue sorted.

During the last week, I had a few cancellations, two through family issues, one was stuck abroad and could not return to UK due to Covid travel restrictions, one contacted Covid, one suffered a heart attack, and another had a minor stroke.

This took our attendance down to 44 / 50 and with two absentees on the day, we fielded 42 in total. Unfortunately, we were almost at the back of the Column and only attracted a 3 second television shot during the parade coverage by the BBC.

2022 should be better as our Column will be the Lead Column.

My sincere thanks go to all who did turn up on the day and in particular to Nick Winder for leading the Beachley Contingent on the Parade.

I will be requesting additional Tickets for 2022, but if I do not have enough to go round, the tickets will be issued on a first come, first served basis, following those that were on the 2021 List and have already confirmed they wish to attend in 2022.

Security has been tightened considerably over the last few years and will no doubt continue to be tightened further in the future. 2022 will be no exception. Your Details will need to be submitted to me no later than the end of May 2022, hence the defined date for closure of applications.

If you are initially allocated a Ticket and then find you cannot attend, please let me know by Phone / Email as soon as possible, so that the place can possibly be allocated to the next person on the Reserve List.

I will be requiring an SAE from each of you to send out final details, please send to the address below.

If you do not receive by email your "ETicket" by 31<sup>st</sup> October 2022, please text me on my Mobile No.

Note: - Etickets are not normally sent out until the last week in October.

**Information required for Tickets for the Cenotaph Parade 2022 – Sunday 13<sup>th</sup> November 2022**

Please return by email to [anthony.waite22ss@btinternet.com](mailto:anthony.waite22ss@btinternet.com)

or post to address below by **31<sup>st</sup> May 2022**

Name (in Full) including Title where relevant.

Postal Address including Postcode.

Group / Squadron No + Dates attended (Starting & Leaving) Beachley School / College.

Date of Birth.

Place of Birth.

Contact Telephone Nos – Landline.

Mobile.

Email Address.

Military Service No.

Rank on Leaving

Date of Leaving Military Service.

Passport Serial No or Driving Licence No.

(You will need to bring the relevant item as Photographic Identification Evidence on the day).

(Serving / Reservist ID Card is acceptable).

Passport Issuing Authority (IPS or Other, please state).

Passport Start and Expiry Date.

Reserved Parking Requirements in Pall Mall – Yes / No – (Vehicle details will also be required).

Details of Medals awarded.

Carer's Ticket Required – Yes / No.

(Note: - Carer's Details (as relevant above), will be required as above in addition to your own).

**Anthony M Waite**

**Sutton Lodge**

**22 Seymour Street**

**Wellington**

**Somerset**

**TA21 8JU**

**CENOTAPH PARADE CO-ORDINATOR 2022 – BEACHLEY OLD BOYS ASSOCIATION**

**Tel 01823 669336**

**Mob 07788 581775**



## CENOTAPH ATTENDANCE NOVEMBER 2021 Column B38

REF	TITLE	FORENAME	SURNAME	GROUP
1	Mr	Raymond	Armstrong	55A
2	Mr	Alan	Chatt	59A
3	Mr	Anthony	Waite	60C
4	Mrs	Monica	Waite	Carer
5	Mr	David	Smith	60C
6	Mr	Robert	Wise	53A
7	Mrs	Suzanne	Rigby	Carer
8	Mr	Mark	Pengelly	80C
9	Mr	David	Threadingham	60C
10	Mr	John	Hatchett	83C
11	Mr	David	Head	87
12	Mr	Jeremy	Dykes	89
13	Mr	Roderick	Davis	57A
14	Mr	Matthew	Arlow	89
15	Mr	Gerald	Francis	65C
16	Mr	Neil	Coulthard	73B
17	Mr	Mark	Cardon	83
18	Mr	Nigel	Brickell	68A
19	Mr	Gordon	Taylor	74C
20	Mr	Paul	Bedford	88
21	Lt Col (Ret'd)	Nicholas	Winder MBE	58A
22	Mr	Robert	Beeston	60C
23	Lt Col (Ret'd)	Stuart	Cunane	82C
24	Mr	Anthony	Ward	64C
25	Mr	Malcolm	Ward	Guest
26	Mr	Barry	Hipwell	75C
27	Mr	Gary	White	73A
28	Mrs	Tina	Crossley	Widow
29	Mr	Christopher	Le Gallez	77B
30	Mr	Maurice	Taylor	58A
31	Mr	Neil	Foster	90
32	Mr	Andrew	Gogarty	78A
33	Mr	Steven	Crabbe	88
34	Mr	Wayne	Willetts	75A
35	Mr	Philip	Calladine	77C
	Mr	Timothy	Sedman	80C
37	Mr	Richard	Pool	Guest
38	Mr	Ian	Harrower	Guest
39	Mr	Colin	McCarthy	87
40	Mr	Michael	Bland	73B
41	Mr	Roy	Goff	65A
42	Mr	Mark	Williams	77B



Apologies for absence on the day were received from

Mr	Tony	Howell	85C
Mr	Anthony	Stamford	Guest
Mr	Micheal	Harley	74C
Mr	John	Goodall	74C
Mr	Kenneth	Stout	53B
Mrs	Nicola	Whaley	Carer
Mr	Nicholas	Trood	71C
Mr	Nigel	Furness	77C





## Rorke's Drift and AAC Beachley

On Sunday 23<sup>rd</sup> January 2022, my Wife and Myself attended a short Church Service together with a small number of others from the Royal Engineers Association, Taunton Branch, at Hatch Beauchamp Church, Nr Taunton, Somerset to mark the 143<sup>rd</sup> Anniversary of the defence of Rorke's Drift in Natal Province, South Africa.

The defence that day in 1879 was led by a young Lieutenant (later Colonel) from the 5<sup>th</sup> Field Company Royal Engineers, (now 5 AES RE), John Rouse Merriot Chard who was one of 14 soldiers awarded the VC (Victoria Cross) for the bravery in defending the outpost at Rorke's Drift against some 4000 well-armed Zulu Warriors.

Lt Chard was supported by a small troop of Sappers from the Royal Engineers and around 125 Infantry Soldiers of the 2<sup>nd</sup> Battalion of the 24<sup>th</sup> Regiment of Foot, (later the South Wales Borderers, now part of the Royal Regiment of Wales), Seven of the VC's being awarded to members of the 2nd Battalion.

It was during the service, I became aware that a contingent of Apprentices from B Company, 77B and 78B Groups at the Army Apprentices College, Beachley, around 40 in total, attended the Service and Parade and were on hand to assist with housekeeping on the Day. Copies of the Programme for the days' event were also produced by Apprentices from the Printing Department of the College. The Commandant of the College at the time, Colonel P G Rosser was heavily involved with the planning of the days programme and the parade was under the Control of Major John Muir, OC B Coy AAC Chepstow.

Having borrowed a copy of the programme from the REA Branch Chairman, I made a few enquiries on Facebook and was able obtain some vague memories from a few former Apprentices who attended.

The picture below shows five of the Apprentices with Wreaths to be laid on Colonel Chard's Grave which is situated in the Churchyard at Hatch Beauchamp, beside the grave of his Brother Rev Charles Edward Chard, Rector of the church for 25 years, 1885 – 1910, Col Chard also being honoured in a stained glass window in the church.





Col Chard's Decorations, Silver and Bronze instituted by Queen Elizabeth II in 1952 for long and distinguished service, 20 years and 10 years in the Citizen Force of South Africa are also on display in the Church.

A further Commemoration of the 125<sup>th</sup> Anniversary was made in 2004 by the Taunton Branch of the Royal Engineers Association under the leadership of retired Captain, Robert Wimbury, RE.

It is the intention that the Taunton Branch of the Royal Engineers Association to make this commemoration an annual event in the approach to the 150<sup>th</sup> anniversary in 2029.

Colonel Chard's grave has been kept maintained by locally resident Sappers and Remembrance Day wreaths have been laid by members of 5 AES (Armoured Engineer Squadron RE) and the Taunton Branch of the Royal Engineers Association.

Taunton Branch of the Royal Engineers Association have a long-standing connection with Hatch Beauchamp Church as their old standard is laid up in the church and the Branch donated a WWI Commemorative Bench in 2018.

Below is a group photo of those members and wives who attended the 143<sup>rd</sup> Anniversary Service at Hatch Beauchamp church on 23<sup>rd</sup> January 2022.



The Service was conducted by Sue Mcken and Reverend Adrian Prior-Sankey, our local Military Padre, with contributions from Roger Prince, Chairman Taunton REA and Alan Kingett, Treasurer, Taunton REA.

Report by Anthony Waite, 60C Group AAS Beachley, Vice Chair Taunton REA.



### Life as a "Wife Of" - ON FOUR WHEELS - Let Me Take You Back A Few Years

#### FIRST WHEELS

On completing his Beachley Plant Mechanic Apprenticeship Tommy "officially" learnt to drive! Previously at age 13 during his Saturday Job he was taught and allowed to drive the Bakers van from house to house, whilst the Baker collected payments from his customers on foot. Army Driver Training took one week of intensive lessons for 3 Apprentices in a vehicle together with the instructor, Tommy passed his Driving Test first time. After "Pass Out" from Training Regt, Southwood Camp in Farnborough, Hampshire Tommy's very first posting was to 32 Armoured Engineer Regt based in Hohne, Germany BAOR to begin his career in the Corp.

Working and saving hard Tommy soon purchased his first Italian car, an eighteen-month-old one owner FIAT 128 Rally. She was his pride and joy. He affectionately named her Betsy and lavished her with time and money to perfect her looks, beef up her engine, install a roll cage, plus 'Recaro' bucket seats combined with full harness seat belts, and sourced mud and snow tyres to support his new found passion for Club Rally Driving. His performance enhanced motor was striking and turned a lot of heads including mine a couple of years later when we first met on that warm summer evening in Chatham on 12th June 1975.

Having been blessed with the best Chauffer ever, my necessity to learn to drive took a back seat until in 1988 when once more we were posted to BAOR this time based in Iserlohn. Tommy's appointment was Squadron Sergeant Major (SSM) and my role was to support our Squadron's wives and families, which I was eager to do. The difficulties arrived when carrying out my voluntary duties using public transport and Shanks's pony which was extremely time consuming. During this posting Tommy was away for yet another 4-month tour in Northern Ireland and with our car permanently parked up I realised I had the ideal mode of transport right under my nose.

I began my 32 driving lessons in a left hand-drive dual control Mini Metro with a super British female driving instructor who prepared me very well to take a UK Driving test, but locally in Germany on the other side of the road! I completed my last lesson two weeks before my Driving Test. The Instructress had gone on holiday and on my test day Tommy had permission to collect the training car which I was to use for my test, and deliver me in it, to the Military Driving Examiner.

Now my test proved not to be as straightforward as I was expecting! What a morning, the weather for Spring was horrendous, pouring with rain with storm clouds overhead. It was 10am, I had the lights, rear screen and heater on, and the windscreens wipers were going 90-to-the-dozen! I completed two out of three manoeuvres fairly easily, now for the 'multiple turn'. As I reversed, into the centre of the road I inadvertently stalled the engine. I kept my cool and carried out the correct procedure to restart the car, I turned the ignition key and heard putt, putt, putt not bruumm, bruumm. I tried again, after several attempts the examiner took over the controls and my heart sank, but thought, don't panic Mrs. Mannering keep calm and carry on. The Examiner explained he would need me to steer the car for it to end up positioned parallel alongside the curb, he lowered his passenger window and told me



to do the same, by this time the heavens were well and truly open!! He then alighted from the vehicle and walked to the front of the car, with his hands planted firmly on the bonnet he gestured to me to release the brake and steer the car as he pushed and rolled it back to the curb. Thank goodness for the camber! This exercise completed the Examiner came back to the window to give me detailed instructions how we were now going to carry out a bump start. With his hands on the boot lid, I put the car in 2<sup>nd</sup> gear, watching in the rear-view mirror for his signal to release the clutch as he pushed and heaved the car along the road. SUCCESS !!! The engine sprang into action! Desperate not to commit another blunder I inched the car along the street as my drenched Examiner trotted alongside opening his passenger door and declaring "Well give me a chance to get back in!" When belted up he once again took control and repositioned the car back to the exact spot where I had originally stalled it, he then instructed me to carry out a 'multiple turn'. With my heart thumping I accomplished this final manoeuvre without error, we completed the test route, and I was so shocked to hear the Examiner say that I had indeed passed my Driving Test that I threw myself across the seat and planted a kiss on his cheek. Somehow, I could not imagine a civilian examiner going through the same exertions to complete a driving test, thankfully he was a kind and practical man.

#### THE ANTWERP TAXI

Not many "Singlies" (unmarried Sappers) had cars as many guys spent too much of their hard earnings on wine-women-and-song! Tommy loves driving and always drove back to UK to visit his parents for Annual Leave. Always being kind and helpful Tommy (still unmarried) often took passengers with him, who of course shared the fuel costs. The journey from Hohne in West Germany to Calais was a long one, 580kms (360 mls) taking seven to eight hours travelling through Germany, Holland, Belgium to France, with the disadvantage of having to drive through Antwerp when the motorway ended on the east of the city and normal roads and streets had to be used to reach the west side. This was not a task to be relished particularly after driving for 5 hours plus negotiating traffic jams and numerous junctions with unclear road signs, navigation was a nightmare even with a map and four heads focused on the mission. These hazards through the city would result in Tommy driving around in a zig zag pattern, adding ninety minutes to the journey both on the outward trek and on the return! After this torturous expedition Tommy exclaimed Never again!!!

Planning a future trip using a bit of intelligence, being an excellent problem solver Tommy had an Epiphany! On reaching the outskirts of Antwerp he found a taxi rank, the plan was that one of the lads jumped into a taxi requesting to be taken across the city to the motorway junction for Brugge, instructing the taxi driver not to lose the car following behind. They rocketed through the city in 30 mins! Although this cost a bit of cash it was well worth it. This idea proved to be so successful they carried out the exercise every time they travelled back to Blighty until years later when the Antwerp Ring Road was completed making the journey so much easier.



#### MOBY DICK

One warm dry summer evening Tommy and his friend Pete were travelling from Zeebrugge heading back to Hohne. Not far from leaving the port on the motorway a stray stone from a truck shattered the toughened windscreen of their car. Tommy pulled rapidly onto the hard shoulder where they removed the remaining windscreen and shattered glass from inside the car and opened the rear quarter light windows to reduce the wind pressure to prevent blowout of the rear windscreen. Continuing their journey with the heater on full and wearing sunglasses, they were quite enjoying the warm summer air. The advantage of a windscreen was suddenly realized when the motorway ran through a wooded area when Tommy and his chum begun to experience stinging pain on their faces both exclaiming aloud the distress they were feeling! Oh Agh, Blxxxxy Hell! They were driving through a swarm of mosquitos hitting them in the face!!! The co-driver sat cupping his face with his hands as Tommy drove one handed shielding his face with his other forearm. After surviving this throng of insects, they continued motoring along incident free, eventually reaching their destination late and parked up the car for the night. The next day assessing the damage of the car Tommy looked on the back parcel shelf to see it covered with a multitude of dead mozzies and flies. They hadn't realized that during their trek they had been scooping up insects like a whale straining plankton!

#### ANN'S STORY

On a pleasant Scottish afternoon Ann and Con drove to their grandchildren's school to watch the school play, Con parked up in the car park. Now Ann says she doesn't do car recognition, to her, "as long as a car has four wheels, a steering wheel and it is safe to be on the road that's all I'm bothered about." She could, however, identify a Mini or a Beetle and Ann did know that their car was red.

After the performance whilst Ann was chatting with the other mothers her husband Con said he would go bring the car around to the school front entrance, which he did, and he remained in the car. As Ann appeared from the school still chatting, she saw a red car with a man inside, still busy chatting she went over to the red car, opened the front door, sat in the passenger seat, shut the door and just as she was just turning to put on the seat belt, then guess what? Yes! you're right! She noticed that not only was she in the wrong car she had the wrong husband too! This was in full view of everyone including her husband, son and daughter-in-law, who all looked on in disbelief. Seeing the funny side, full of giggles Ann explained her mistake to the astonished driver and bid him farewell. Still laughing!

#### ESTERELL CHIPSHOP

Our very first caravan was very unusual, we needed a caravan with space, but because our current car at that time was a 1300 Alfa Sud Sprint a reasonably sized conventional caravan would be too heavy for towing and the car would be working very hard to pull it over long distances. Enter the "Esterell" a range of French folding caravans, and they were truly folding caravans! The four walls were hinged at the half height and fitted with hydraulic struts that assisted its erection. Tommy and I got-it-down-to-a-fine-art and could have the caravan completely assembled including the internal cupboards and curtain pelmets in eight minutes and have the kettle boiling on the hob for tea.



Now the quarter area in Osnabruck where we lived at the time were flats centered around a quadrangle carpark. One day our caravan was in the car park, Tommy was in the process of erecting it and having got three walls in place, he noticed a child patiently waiting in front of the unerected wall looking into the van, as Tommy turned to face him, the boy announced, "Mum said can we have two portions of chips and a large bottle of coke". Bless him he had to go home empty handed. I supposed we could have named our mobile home "Our Plaice" but on second thoughts..... The Star Chip Enterprise would have been more appropriate. Now that's another story!

#### TAX & DUTY FREES

A nice perk for service personnel living in BAOR was the concession to buy a brand-new Tax-Free car. It was an odd sight to see UK Car Dealer Showrooms in Germany. But there was a limitation, serviceman could only buy one tax free car a year! However, car dealers came up with a very astute marketing and sales strategy to sell more cars by encouraging savvy army guys to enter into a legal loophole and possibly make some dosh!

The scheme was this, the dealer in Germany would have a colleague in UK who would market top brand -new cars at discount prices to the general public. The UK customer would choose the make model colour etc that he wanted, but the catch to get the cut price deal would be that the customer would have to wait 6 months for delivery. The Soldier would then buy "the very nice car" tax and duty free from the dealer in Germany and agree to keep it in pristine condition with low mileage for 6 months, after this time the car would be resold through the dealers to the UK customer at a cut price, but for more than the Tax & Duty Free purchase price paid by the serviceman, with the profit being granted to the Serviceman for his part in the deal with a bonus for the dealers too.

As this privilege became available to serviceman's wives, many took advantage to buy a car in their own right, and by cleverly timing their purchase for 6 months after their spouse purchased a car, they ensured that they still had the use of a car, as her husband was prevented by the tax rules from buying another car until 12 months had elapsed. Over a two-year posting this meant that the three-way deal with the car dealers signified that a lucrative profit for all could be made over three cars not two! And many did just that!

Sounds too good to be true. What's the catch? The risk to the Service Personnel was that the UK customer would cancel his order, meaning that the Serviceman would be stuck with a car that was not to his liking or unsuitable for his family!!

As Tommy was and is an Alfa Romeo enthusiast, he discovered another shrewd method to purchase his "wheels" without the restrictions and risk of the German dealer's deal. This was to buy our cars from a Dutch car dealer in Holland. Although this meant importing the car into West Germany with extra documents to complete and submit, the process was very cost effective, indeed!

Another bonus that BFG (British Forces Germany) drivers enjoyed was cheaper fuel. The British and West German governments had an agreement that British servicemen could buy fuel less German Tax and Duty. BFG drivers were each issued with a Ration Card to enable us to buy Fuel Coupons every month from the unit Pay Office, each coupon purchased 10 litres of fuel. Our ration was determined by



the c.c. of the vehicles engine and each coupon had to be annotated with the car registration number and signed by the driver, then these coupons could be exchanged at any BP filling station throughout Germany and at Esso filling stations, but only those situated on the Autobahns.

When driving back to UK before the German Dutch border, just off the autobahn in a small village called Wankum (that truly is the name) was the very last German Filling Station enroute to the coast. It consisted of two pumps on a small pavement forecourt and was open between 8am and 10pm daily. There was always a queue of BFG cars waiting to fill up from 6am! it was surely the most used pitstop by forces personnel to gain the advantage of our fuel coupons and refueling here would get us to Calais. To exploit our petrol coupons further, savvy soldiers would also fill a couple of 20 litre jerricans, then decant the fuel into the car prior to boarding the ferry for Dover and discard the cans as ferry company regulations would not allow canned fuel or the empty cans on board, so at least the first part of the drive in UK would be using the cheaper tax-free fuel!

#### RUNNING ON FUMES

I'm sure many of you will remember the 1970s Fuel Crisis, not to mention the 3-day week. During this time, one dark cold, rainy, wet and windy winters night Tommy's workmate (who needless to say, had not been a Beachley Apprentice) and his wife were driving from Hohne in Germany to the Belgium coast, desperately trying to get to Zeebrugge Port in time to catch the last ferry to Dover. The weather took a turn for the worst and with extremely limited visibility they missed the turning for the Port. Realising their mistake and being very close to running out of petrol and seeing the port disappearing as they were driving in the wrong direction, the driver decided to make a "U" turn to save fuel and time, this was achieved by taking a short cut over the dual carriageway's barrierless central reservation! Not a sensible thing to do as the driver was unaware that a slope with a very steep gradient lay ahead! Having lurched in all directions over uneven ground, dented and twisted the bumpers and sustaining some bruises, in a car that had now changed colour from blue to muddy brown, they just made it onto the Townsend Thoreson vessel with seconds to spare, and with great relief assuming that they would be able to fill up with petrol in Dover! Well maybe.....

Tommy and I with our daughter Monique (13) set off in plenty of time from Osnabruck heading to Calais enroute to UK for Tommy to begin a new posting as Capt. AI RSME (Assistant Instructor Royal School of Military Engineering) in Chattenden Kent. At this time our daughter Helen (16) was already with family in England. Removals had gone ahead, we had a sensibly loaded car, however we still had a well packed trailer, towing behind in the shape of an aerodynamic brick. We were making good time enjoying our usual family singsong accompanying our favorite CDs. We refueled at Wankum as usual, there was no room for jerricans on this last trip, however the car always made it to the ferry port in Calais. All was going well, but we were battling against a strong head wind and therefore using more fuel than normal. Closing in on Calais, with the petrol gauge by now registering "low", the engine started to show signs of fuel starvation. I thought Tommy was joking making the car judder, a prank he



practiced occasionally to spook me as he knew I could not bear driving without at least half a tank of petrol. A glance at his face, his expression telling all, the car now spluttering was no hoax! With tensions rising coupled with his passenger's sense of alarm. Tommy ordered! "Quiet! let me think, let me concentrate!" us girls sat in silence. He started freewheeling the car on the flat and downhill stretches of the motorway, with 10 kms(6 miles) to go Tommy looked confident. Although I was panicking inside, I started to feel assured we were going to make it, but my heart was still racing! Tommy's look was full of single-minded focus as he stated, "one more hurdle to come!" "What's that?" I said, He replied. "The off ramp from the motorway!" HORROR! It was a long gradual upward slope to exit the motorway! At the 200 metre marker the engine was starting to cut out as the remaining fumes ran to the back of the tank. Coasting along on the hard shoulder, hazard warning lamps on, with slowly decreasing speed we watched the top of the incline slowly approach. Monique and I subconsciously commenced lunging and lurching back and forth as if that would do any good. In comparison, being a 1<sup>st</sup> class Mechanic Tommy fully understood the intricacies taking place between the fuel tank and the engine, thinking outside-the-box he was able to spontaneously reason and control the situation. With 50 metres to go the engine cut out, female panic ensued silently in our minds!! Our coasting continued slowly as we crawled to the top of the ramp at 5mph. We reached it! Hooray !!! Immediately from 2mph we began to collect speed, 5mph, 10mph, 15mph, 20mph, then at 30 mph Tommy tried to bump start the car! it started! The sense of relief from Monique and I was palpable, Tommy remained attentive and observant. We accelerated hard out of the hard shoulder back onto the inside lane, up to 60mph where coasting began again. One mile of downhill stretch to go, petrol station in sight, momentum slowing, the corners off the motorway and into the petrol station taken with all speed and tyres complaining. We majestically rolled up to a pump. "OH YES" came the roar from Tommy punching the air, as he launched himself out of the driver's seat to complete a 20 litre splash & dash fill up similar to a F1 pit stop, as we still had to get to the Ferry port with limited time available!

We drove onto the ferry ramp with faces beaming, the biggest smile coming from the driver's seat as Tommy reveled in the glory of yet another triumphant success .

#### FREE SPEED AUTOBAHNS

We all know how the German Nation adores fast cars and to endow their passion for velocity there are stretches of Autobahns in Deutschland without any limitations where cars reach their maximum speeds. Tommy being a highly experienced talented, winning Army Rally Driver loved cruising in his red Alfa GTV6 alongside Merc's, Audi's, BMW's and Porche's all doing the same speed! 190kph!!(120mph) This fairly frequent driving style was something that on posting back to uk got him into a little bit of bother, when doing a similar speed on the M11 motorway one sunny Saturday morning, (with me and my parents in the car) when an unmarked police car with strobing blue lights and sirens blaring pulled us over. They clocked our speed as 103mph. and an ensuing ticket was issued. A summons followed and in response Tommy entered a plea of guilty with a reasoned apology for his actions and explanation in mitigation, four months later the Court passed its verdict! Three penalty points on his licence and a £120 fine! Phew!!!





### URBAN STRASSE SPEED RESTRICTIONS

Although having almost given 'carte blanche' for autobahn driving the German authorities are in contrast extremely vigilant when it comes to town and country motoring. Speed cameras and speed traps are everywhere! Many urban Strasse (streets) have 30 kms limits (18 mph) as well as numerous giant flowerpots chicanes and sleeping policemen, especially in residential areas. Now one of these 30km limits ran through an Officer's Married Quarter Area and there were many instances when wives were caught speeding with excuses about rushing to pick up children from school when most Officer's children were at boarding school in UK. In reality more often than not, the reason for their haste was rushing, not to be late for the Tennis Club. Fines would be issued to the Regimental Chief Clerk so there was no hiding your misdemeanor. To keep out of trouble I just stuck to riding my bicycle.

German Traffic Police often pop out of layby speed traps sporting big grins ready with their pen and pad to accost an unsuspecting motorist and they were not known for being jovial in any way. On this occasion Tommy was towing our Dethleffs caravan delivering it to its new owner having sold it. Tommy knew the local area well and as he was approaching a hill, he saw an HGV labouring up ahead. The road was clear, he accelerated to overtake and carry some speed up the hill. At the top, there, stood at the entrance to a layby was a German traffic "Bobby" waving his illuminated lollipop gesturing for Tommy to pull in, he joined a queue of summoned vehicles and waited his turn to be interviewed! In perfect English with a heavy German accent the Polizei Officer asked Tommy if he was aware he was driving above the speed limit in the previous section of road? Tommy gave his polite explanation to the German Officer detailing the need for some "Oomph" for towing the caravan safely up the hill. Reflecting on his offender's words the Police Officer responded, "Unfortunately in German law we have no consideration for Oomph, you will pay 20 Deutschmarks". On the spot fine paid Tommy continued his journey smiling, reflecting on this traffic officers' sense of humour.

### SPANISH MOTORING

So, what about driving in Spain I hear you say ? Firstly, there are numerous items to be carried in your vehicle differing from UK. Two warning triangles are required, Regulation Yellow High Visibility Jackets for each of the possible passengers including children and a sealed first aid kit, these must be stored in the cabin of the car, not the boot. If the driver wears spectacles, then a second pair needs to be in the glovebox and if you tow a trailer you must carry a fire extinguisher.

That's just for starters, Motoring rules are strict with eye tests required for some age groups. To renew a driving licence, we even get to play on a 'Road Simulator'! Seriously this machine is official Traffico regulation equipment, and you must pass the test! which is not as easy as it may seem. Next is a medical health check and interview with a doctor authorized by the Traffico department only then is the application process completed and sent to Traffico. We then wait around 3 months for the new licence, in the meantime we continue to drive with a cover note that is only legal in Spain so no driving in UK or elsewhere for a while.

With regards to the driving rules and regulations, it is our responsibility to know them and when necessary, book official appointments, no one sends you a reminder letter.



The Spanish Highway Code is somewhat different to the UK equivalent, and the Spanish Traffico Rule for negotiating roundabouts is just unbelievable to many Northern European drivers! There are so many near misses, horn blasts and collisions!! and that is just with Spanish drivers, before we Northerners enter the fray! The Spanish are a polite, friendly and laid-back nation, until ..... they climb into a driver's seat!!!

And one last thing to bear in mind! No-one argues with the Officina de Traffico or armed Guardia Civil!!!

Once again, thank you for your time, I hope you enjoyed my scribblings.

Take Care, Stay safe,

Best Wishes

Suzy (Susan) Tomiczek



Finally – A Joke – A motorist was enjoying a lovely Sunday afternoon drive along peaceful country lanes when he noticed a Police Car in his rear-view mirror speeding towards him. Immediately filled with dread the driver anxiously accelerated in an attempt to lose the panda car behind. Eventually after being directed into a layby the Traffic Officer asked the offender “Why did you not stop; did you not hear the siren or see our blue flashing light?” The ashen faced terrified driver responded, “A year ago my wife ran off with a Policeman, I thought you were bringing her back”.

**BOBA Website**

Most of you reading this edition of the Echoes will be doing so on our website, however, we are aware that a minority are not aware that the site exists. The site can be accessed through The Army Apprentice site which has a link to the BOBA site or directly (<http://armyapprenticecollege.homestead.com>).

**Editor's Contact Details:**

**Ray Armstrong**  
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**Tel: 01942 491140**  
**email ~ [r.armstrong@virgin.net](mailto:r.armstrong@virgin.net)**

Please note that all arrangements for this year's BOBA Reunion will be organised by

Chris Ricketts

35 Bigstone Grove

Tutshill

Chepstow

Monmouthshire

NP16 7EN



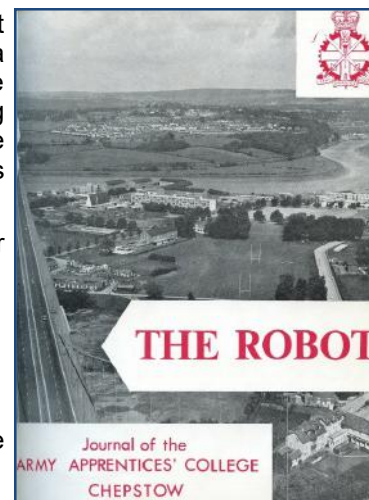
### New Robots for Old

Do you ever wish that you had held onto The Robots covering your time at Beachley? Well you can now get them in PDF (Portable Document Format) on a disc. As the result of a request there is now an ongoing project to scan all of the issues of The Robot from the first edition in 1924. The scanned copies covering your time will be put on a CD along with the first three years worth of issues. The cost of the CD including P&P is £5.00, an element of which will go towards repairing the books holding the original copies.

To obtain a CD with the issues covering your time at Beachley please send your cheque for £5.00 (made Payable to 'Beachley Old Boys' Association') with

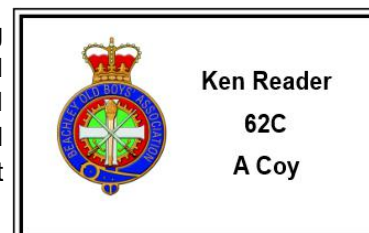
- ◆ Your name and group
- ◆ Address
- ◆ Month and year of arrival—month and year of departure

to Ken Reader (contact details below). Please note that there may be a delay if the editions covering your time have not yet been scanned.



### 2022 Reunion ID Badge and Holder

Once again we will be producing a reunion name holder for members attending the reunion this year. They are of a simple design on laminated card, which will be inserted into the clear plastic sleeve envelope with a press frog clip and secure safety pin mounting. At £1.50 each they are good quality with a coloured badge and border. Order yours on the reunion application form please and pick it up when you arrive for registration at the Racecourse.



**Lt Col (Retd) Ken Reader OBE BEM Minst RE**  
**Carrick House, 8 Cross Lane, Little Downham, Ely, Cambridgeshire, CB6 2TJ**  
**Telephone 01353 699096**  
**email ~ kenreader@msn.com**

**Photos and Memorabilia.** It is hoped that the members of **70 Groups** can search their attics and albums for items and send them to Alan Chatt for display at their 50<sup>th</sup> anniversary reunion in September 2020.

**Honours and Awards Book.** We maintain a record of the Honours and Awards presented to ex-Beachley boys, GC, MM, OBE, MSM, MBE, BEM and MiD etc. It records the individual and his years of service at Beachley. Anyone having decorations please notify a Committee member with the details.

**Missing Passing out Parade Programmes.** Our earliest held programme is for 45B's Passing Out where **Field Marshall Montgomery** was the Reviewing Officer. **We are still looking for** any programmes prior to 45B and for 47A, 48A – 49A, 51A, 52A, 59A – 62C, 63A, 64A, 64B, 64C, 65B, 65C, 66A, 66B, 68A, 69C, 70B - 81, 83 - 84 and 86-87. We are happy to copy any that you might have so that you can retain the original.

**Missing Robots.** We are missing the Spring 1977 issue, Summer 1979 issue, Summer 1980 issue and Spring 1981 issue. Any copies would be appreciated.

**Alan Chatt**  
**8 The Chase, Washington, Tyne & Wear, NE38 9DX**  
**Telephone 01914 175960**  
**email ~ a.w.chatt.121@btinternet.com**



**Reunion 2022 Booking Etc.**

Our observant readers will have spotted that the usual booking forms and information on the Reunion weekend are missing from this year's edition of the Beachley Echoes. However, all is not lost as you will be able to view the Reunion booklet which is on the "armyapprenticecollegechepstow.co.uk" website ready to download. You will find it on the BOBA membership link. ; those receiving a printed copy of the Echoes will have received the booklet also in printed format.

*Make sure to book your place at the event of the year!*

*BOBA Reunion—16<sup>th</sup> to 18<sup>th</sup> September 2022*



**BEACHLEY OLD BOYS ASSOCIATION ANNUAL REUNIONS**

For many years, BOBA members, many with their Ladies, have met annually, usually on the third weekend in September, in the Chepstow area.

The reunion Friday evening get-together for 2018 was held at The Beaufort Hotel in Chepstow and was deemed to be a success. This year will see a continuation of this. The other main actions apart from Sunday's Founders' Day Church parade will take place at Chepstow Race Course Hospitality Suite.

In order that you can attend any of the BOBA activities held during the reunion weekend i.e. Golf, Reunion Dinner, etc., you must be a Member of The Association, The forms for Membership are in the Beachley Echoes Newsletter and should be returned to the Membership Secretary, Derek Fox, his details are on the Committee page.

**Reunion Friday**

Friday is a social evening, including supper, where Members can enjoy each others company, chat or swing the lamp over a drink or two.

**Reunion Saturday**

Friday and Saturday allows members who have previously registered, to take part in 'The BOBA Golf Open'. An 18 hole Stableford tournament held at the Golf Club at nearby Coleford.

Saturday the BOBA Heritage Display takes place in the main venue.

The BOBA AGM will be held at the Beaufort Hotel at 13:30, where BOBA business from the previous and coming year, is discussed and voted upon

In the evening the **BOBA ANNUAL DINNER** takes place when approximately 200 (pre-booked) members, including Ladies, Guests and Families sit down for a pleasant three course meal, followed by an evenings entertainment with a live group or a disco in the function room. Many dance into the early hours, whilst others have a great time just chatting, reminiscing and enjoying a social drink.

**Reunion Sunday**

Sunday rounds off the weekend with a mini 'Parade and March Past' on the parade ground in Beachley Barracks (weather permitting).

The parade is followed by our Founders Day church service in St George's Church.

For further information on the Reunion weekend, please contact Chris Ricketts (details on the Committee Contact details Page 18)



## I MARRIED A SOLDIER BUT WOULD I IF I HAD KNOWN WHAT TO EXPECT!

I was a normal starry eyed bride in July 1975 marrying a Royal Engineer. My husband went back to Gibraltar 5 days after the wedding and I joined him in a private hiring late September. Of course there were no exercises out there so all our time was spent together and with the rest of the troops.

We came back to England late December 1975 and then he was posted to Iserlohn in the January of 1976. He flew home late February to take me out there, we flew out on the Tuesday, settled into our army quarters in Hemer and then he showed me how to get to the shops and the Red Shield shop/café run by the Salvation Army. He also showed me how to get to the NAAFI shop and he told me that papers were brought up from the Red Shield every day at 11am. Then came the bomb shell! He was going away for 6 weeks on the Thursday. I knew no-one, had just come from a family of 6 children and for the first time in my life, was completely alone. I couldn't even remember how to get into Hemer so had to go to the NAAFI every day for a paper at 11am. We hadn't got a TV either so it was just the radio for company. It was 3 weeks before the CO's wife came and welcomed me but she told me another RE was in the next block. It took me 3 attempts before I managed to catch the wife in. I remember saying, "you don't know me but we were in Gib at the same time". We became very good friends during this posting.

The 6 weeks passed and then he was home again to inform me that his troop was going to Northern Ireland for 4 months in June but he had to go to England on a course about booby traps. Tears over I said I wanted a TV to which he replied that I wouldn't understand it. I got my TV as it was company at night and some-one talking to me!

My first wedding anniversary was brilliant. I was in Germany and he was in Northern Ireland. Most of you will say it happened to you, yes, but the first shock of a separated married life was memorable. I managed to get a job in The NAAFI shop on the haberdashery stall, perfume, wool and of course CONDOMS. The lads that came in used to tease me shocking as every time they bought some, I blushed. Took me a while to get used to that one!

When I said yes to marrying him, little did I realise how my life would be forever changed. Another thing I found strange was the pecking order in the ranks. The wives were the worst but that is another story.

Mal Thompson

"w/o" Richard Allen Thomson

65B Group



Another year gone by, has it? Where has it gone?

I never felt it.

Twelve whole months of a grey mist just floating by with very little actual interaction.

I do not think that anyone of you would be able to describe the last year with any great reminders or celebrations. In fact, the doom and gloom continues.

I had a very sad telephone call this morning, another old and very dear New BOBA founder member has passed away. Mr Maurice Murtagh, 43 B Group departed on his final journey yesterday evening after a longish sojourn in hospital.



Maurice with myself at The Cenotaph in 2016.

This year we have two, yes two, inputs from our ladies. I must have done some sweet talking.

Enough doom and gloom, life goes on thankfully.

I managed a trip to Germany last July. Flew to Hamburg and spent a week with my family in the Luneburg area.

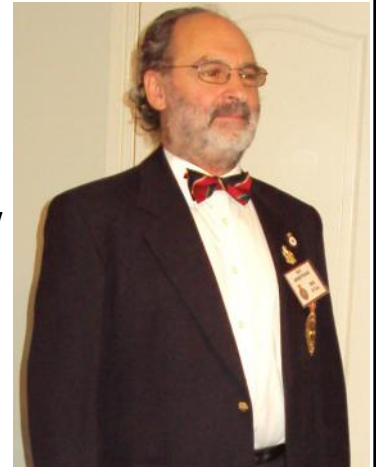
That always brings back lots of youth time memories. Who of you do not have memories of exercises on the Luneburg Heide. Hohne Barracks, Soltau and Celle amongst others. Trees and sand, mind you riding horseback last year was a lot different to how it was for me in the late fifties and sixties. Never saw a single SOXMIS car.

That flight was extremely easy going out there with a flight change in Amsterdam. Coming back to Blighty was via Frankfurt and became traumatic. Whilst out there our government changed some of the protocols and failed to let us know. Led to me sitting thumb twiddling at Frankfurt Airport for over nine hours.

I am still driving coaches around the country, have managed to do tours at various resorts. I even managed a lunchtime meeting with one of our members and his wife. Sorry for turning up with a coach full of passengers and the rain that I had taken with me.

Once again, absolutely nothing to report on the Lottery Mega Win. Who do I have to bribe? Any insider knowledge, pretty please!

We have a return this year to our really important BOBA Reunions. I hope to see many of you over that weekend. Come along and have a chat with us all. Try to bring your wives and if they have never been before tell them we do not bite. We are a friendly bunch and would love to make them all welcome.





### DEPARTMENT 8 in World War Two

Having finished our Regimental Training we finally moved on to the training we had enlisted for, i.e., learning a trade.

“A” Company was the Company for Boys who were to be taught the Trade of “Motor Vehicle Fitter” a Trade which, although we did not know at the time, was already obsolete, and Department 8 was the Department responsible for conducting Apprenticeships in this trade.

The Officer in Charge was Captain Webb RASC, with WO1 (Slim Emmings) Royal Engineers and WO11 (Tiffy) Wright, Royal Artillery, assisting him. Capt Web had a hands-on approach to our training gave some of the lectures, and was always to be seen in the training areas. Slim Emmings we saw less of and he seemed to be more involved with admin than training. Tiffy Wright, however, was deeply involved in all our training. If we had to thank anybody for our successful Apprenticeship it was Tiffy, ably assisted of course by several sergeants and corporals.

Training started with an intensive period of Bench Fitting .We were given various pieces of metal that we had to, file, hacksaw, scrape, and chisel. We had to make male and female squares, and male and female triangles, with all dimensions within very close tolerances and the final finish being very important. Then we had to drill holes in the metal, which we either reamed or tapped. Followed by being given a piece of rod on which we had to cut a thread. All this training took a considerable amount of time and we despaired of ever seeing a vehicle. One of the problems here was that if you finished your test piece before others you were told to clean your tool kit which was already spotless. We found a way of passing the time by playing darts .We drew a dart board on the bench and then threw a 10-inch file, tang first, at the board. All went well until a Boy who was slow at taking back his file received another one through the back of his hand.

Finally, we moved into the main part of Dept. 8 (I think next door to the tinsmith's) and there we really got down to learning about vehicles. The equipment was ancient and consisted mainly of engines that were already old at the start of the War and had been stripped down many times before. They were mainly run of the mill types such as, Austin or Morris, but the prize piece was the Rolls Royce straight six engine that was supposed to have come from an armoured car .This engine gave us an insight as to what was possible in vehicle engineering, every surface of the crankshaft for instance was machined, with caps at the end of every journal, allowing access for cleaning. The only down side with this engine was the number of bolts or studs, as the manufacturer believed in more rather than less. Every time we went on leave, we had to build up all the engines, I forget how many sump bolts were on the Rolls but we would put in a few and pour the rest down the oil filler into the sump. Where they stayed until we opened up the engine again. This engine had a cone clutch operated by a very powerful compression spring in the centre of the clutch. We never had the opportunity to strip this clutch as special tools were needed to control the spring. One day a certain Corporal Instructor who shall be nameless, decided to remove the spring which shot off the engine with enough force to severely dent the corrugated sheeting between us and the next Department. I don't think the spring was ever replaced.

Eventually fresh equipment arrived in the form of some pre-war vehicles previously requisitioned by the “Auxiliary Fire Service “at the beginning of the War to tow fire pumps. As they were no longer required, we got them. Our job was to strip the vehicles down to their component parts which were then used for instruction. At one point we actually received some new equipment in the form of three Morris 4-cylinder engines .These we mounted on frames , manufactured controls for them ,and got them running ,after which they were used for fault finding

I haven't mentioned the “Demonstration Hall“, this was in a separate building and run by Sgt (Bert) Fouracre. In it were various vehicle components with covers removed so that the inner workings could be seen, the pride of place however was the Vauxhall Car which was



"Sectionised". This permitted the internal movement of engine, gearbox and axle to be seen. This car which was heavily chromed, was supposed to have been on display at one of the pre-war motor shows.

We also had a Diesel Section, this was in another building, here there were stationary mounted diesel engines for us to work on, and there was also a "Pump Room" adjacent to this area. Diesel Injection Pumps had to be worked on in nearly surgically hygienic conditions and the Pump Room reflected this with tiled walls and benches coated with an easy clean steel covering. We stripped and assembled pumps then phased and calibrated them on a Hartridge Pump Tester. There was also Injector Equipment that was used to test Injectors after we had overhauled them. At one point in our diesel training, several of us went with a sergeant to a mixed Ack Ack Battery near Newport. We were going to collect a Two Cylinder Petter engine that was no longer required. We spent two very enjoyable days there with the girls from the site. On stripping down the engine for transport we found that there was only one piston and con rod; this surprised everybody. It was taken to the school but I don't know what happened to it.

Then we suddenly had Motorcycle training when six Calthorpe Motorcycles appeared, the only thing I remember about the Calthorpe was that it had coil ignition.

Then Tracked vehicles were added to the syllabus with the arrival of a Vickers Light Tank Mk 6 and a Bren Gun Carrier. We learnt the basics but of course the Mk 6 was completely out of date and very simple.

As we were to be Motor Vehicle Fitters we spent time in other Departments, such as turning, tinsmith and electrical. Our electrical Instructor had, pre-war, been responsible for the illumination of York Minster. The whole emphasis of our training was on the removal of any part of the vehicle, repairing it, and putting it back.

In the main part of Dept. 8 we learnt to, bore out a cylinder using a Portable Boring Machine, make a mould for a the "big end" of a connecting rod, melt white metal and pour a bearing into the mould. Make a Jig to mount the Con Rod in a Four Jaw Chuck, turn out the bearing on a lathe, put the con rod onto a crankshaft journal and scrape it with a half round scraper until the bearing was a perfect fit. We then had to make a Small End bearing on the lathe fit it to the Con Rod and ream it out to provide a perfect fit for the Gudgeon Pin. Finally, we fitted a piston and inserted the whole assembly into the engine block. This together with Grinding in Valves, adjusting Tappets and Timing the Engine just about covered all engine repairs. There was also a Boring bar for boring out Main bearings, we all had instruction on this but it was not included in the final tests.

If a radiator leaked then we repaired it, Faulty Dynamos were removed, the Commutator skimmed on a Lathe, and the Mica Separators undercut. Then rebuilt and refitted it to the vehicle. Charging System "Cut Outs" and "Regulators" were removed and over hauled, or adjusted on the vehicle. So we needed all the extra Trade skills to manage these tasks.

Nothing was simple. If a new Rear Axle, Crown Wheel and Pinion, was required we had to assemble it, put Engineers Blue on the Pinion and after rotating the Crown wheel one complete turn remove it all again and check the marks left by the Blue, it was then, by the removal or fitting of Shims, adjusted until the markings showed it to be perfectly positioned. Clutch Pressure plates were placed on a surface plate and the thrust pad checked with a Surface Gauge to see if it was level, if not it was adjusted until it was. We were working in a by gone age and in practice although many of these practices were still in use they were not used by the man in the Field where replacement of assemblies was the now the Norm

We had another task which consisted of returning a Vauxhall saloon car to its original state. Early in the war this car had been converted into an armoured car by the removal of the body and replacing it with a steel body. The original body had been stored and we refitted it together with all the interior trim. I never knew who owned the car.

Another odd vehicle we had was (I believe) a Crossley that must have dated from the First World War. It ran but the trick was getting up enough speed in First Gear to be able to double





de -clutch and get it into Second Gear before the vehicle stopped moving.

We also had a Diesel Road Roller .I'm not sure of the make but Pioneer seems to ring a bell. It had a two-cylinder Diesel Engine with Blackstone Spring Injection .To start it you released the compression on both cylinders rotated the starting handle at one hundred turns a minute and then brought the compression in on one cylinder which hopefully would start. If it did ,you ran it for a while then brought in the compression on the other cylinder which should then start as well. I took a Driving test on this roller which involved driving up the hill from the Workshop towards the Main Gate. The road surface was wet ,it was probably raining, and part way up the smooth rear wheels lost traction and the machine started to slide backwards with the wheel spinning forwards. As I could think of nothing else to do, I moved it into reverse which brought it under control and I descended the hill in reverse. The Examiner said this action was sufficient to enable me to pass the test . Paper work was duly issued to that effect.

Towards the end of our time ,we received ,a Black and Decker Valve Grinder which not only ground the valve face but would grind off the end of valve stems in the case of Ford V8's that did not have adjustable Tappets. It was also accompanied by a Valve Seat Grinder which took away the hard work of Grinding in Valves by hand. In my first Unit after the School, we did not have these tools ,so still used the "by hand" method.

The Trade Tests finally took place ,they were comprehensive and covered every aspect of the training that we had received during the Apprenticeship. We all passed and much to our disgust were Mustered as Vehicle Mechanics. However, the training we had received was ingrained in us and available when needed .I still find myself today ,when using a file ,reminding myself that I must not Draw File with the file at Right Angles to the surface. It also allowed me to take and pass the Third Class Trade Test in both Turning and Bench Fitting after leaving the School

JOHN EVELEIGH 42A "A" COMPANY

### The BOBA Standard



Readers may like to know that, should the family wish it, the BOBA Standard can be present at the funeral of members who have passed on. This is of course subject to the availability of a standard bearer.

Please note that where we can assist a donation of £0.30 per mile may be requested to offset the standard bearer's motor vehicle expenses, other than this their services are entirely free of charge.

Alternatively a BOBA flag can be sent directly to the nominated undertaker for use as a coffin drape. Please contact any committee member.

The BOBA standard can be seen on the left of this page ; it was paraded at the opening of the Army Apprentice Memorial at the National Memorial Arboretum by Ex WO2 (AQMS), Lou Walker, REME, 55A Group.

### **Paper Copy of the Beachley Echoes**

If you require a paper copy of the newsletter please drop the Editor a line stating name, group and address. His contact details are above.



Vivian Arnold

In his own words. He did it his way!

Viv was born 24th June, 1939 at Chakrata in India ,whilst his father was serving in the 17th/21st Lancers. World War two saw Viv living in London with his mother and younger brother Richard ,as Doodle Bug bombs flew overhead and they waited for the silence and then the bang. They were evacuated to Arnold in Nottingham, and lived at a local Doctors house, Arnold house, Arnold Road, Arnold, Nottinghamshire coincidence or fate?

At the end of the war, they moved to Woolwich Arsenal when his Father joined the War Department Police. Every time there was a promotion he was moved, so, as a family they moved to High Wycombe as Sergeant, then to Wigan as Sub-Inspector, and finally South Wales as a Chief Inspector. Viv attended Gidlow Secondary Modern School in Wigan.

His first Job was a milk roundsman. In 1955 Viv went to the Army Apprentices School at Chepstow as part of 55A to train as an Electrician Vehicle and Plant. But Viv had already planned his escape. On completion of his trade Viv asked the 17th/21st Lancers to claim him as a son of the Regiment, so in 1958 he became a Trooper in the Deaths Head Totem Kopf regiment with which Viv and Sheila his first wife travelled to Hong Kong, Libya, Aden, Northern Ireland and Germany along with a posting to the TA in Retford ,Nottinghamshire. In 1960, after their marriage Diane, Stephen and Elaine came along . In 1972 he left the Army, and after a brief time as a Prison Officer and Duck Farmer he joined the Central Electricity Generating Board as a Security Officer rising to Station Warden at Rugeley in Staffordshire. Then Drakelow and eventually back at Retford to Cottam Power Station.

In 1991 his marriage came to an end and Viv was made redundant by the CEGB and worked for a time as a Court Security Officer and Council Bailiff in Worksop.

One Easter weekend he was living in Digs and decided to get away for the holiday weekend and found an affordable coach tour going to Dunoon in Scotland. He was reluctant to visit Scotland but went anyway. The first day didn't go well he arrived late, the dinner was over cooked and the bar only had Tennent's Lager. So, he went bed early regretting the decision to come. The next day was better and following a good breakfast he had a great day out and a great dinner.

The Hotel owner finding out he was on his own asked him to join her party. And that's where it all began as Brida was a member of the group and she and Viv got on like a house on fire, they danced and had a few drinks into the early morning.

Next day was another great day at the Windsor Hotel. On Monday the party was over and the coach returned Viv to Worksop. Viv wrote to Gillian the hotel owner thanking her for a wonderful time and she invited him back as her guest at Whitsun time. The family encouraged Viv to go, after all, what did he have to lose? Little did Viv know that the crafty pair of Brida and Gillian had set it all up so he could meet with Brida. In 1994 they married and then began one of the best times of his life. His new step-daughters Aileen and Pauline along with their husbands David and Scott were brilliant With him and likewise his daughters Diane and Elaine loved Brida. Viv started work at Buchanan Clark and Wells as a debt collector working under contract to the local Council. The company was 25 strong when Viv joined



but was over 1000 strong when he retired 9 years later after some of the best working years of his life.

Into retirement and he took up the Branch Secretaries job at the Lanarkshire Branch of SSAFA which kept him out of Brida's way and it was a job he loved. Many ex-service men in Lanarkshire have been helped by the brilliant team there and many will continue to be helped.

In true Viv style (army trained and organised ), Viv had written most of this prior to his death along with sorting out all his paper work etc. Just so that the family would not have to worry about anything, even down to a list of who to contact on his death, many of whom will be reading this. During his army career he made many lifelong friends, he would comment how much he enjoyed the reunions, and meeting up with everyone, as they were his second family.

Viv will be greatly missed and fondly remembered by all who knew him. A trooper until the end.

This is an unusual obituary because most of it is made up in his own words. That was the Viv Arnold that I remember. I first met Viv in Manchester on a February day in 1955 when we took the Queen's Shilling and the following day joined the train at London Road Station (now Piccadilly) for the journey to Chepstow. At the time I lived in Manchester but now reside in Wigan only a few minutes' walk from where Viv lived at that time.



**from the Fairway : BOBA Golfing Society**

Due to Covid restrictions Reunion golf has not been played.



**Beachley Old Boys Association Executive**

**BOBA Committee Officers**

**President Syd Thomas 47A**

Chris Ricketts	65A	Chairman	<a href="mailto:chris.ricketts@talktalk.net">chris.ricketts@talktalk.net</a>	35 Bigstone Grove, Tutshill, Chepstow, Monmouthshire NP16 7EN	01291 626730 07779 719422
Gary White	73A	Hon Secretary	<a href="mailto:garywhite404@hotmail.co.uk">garywhite404@hotmail.co.uk</a>	9 Appledore Drive, Allesley Park, Coventry, West Midlands CV5 7PQ	02476404999 07576844990
Brian Henderson	65A	Hon Treasurer	<a href="mailto:brianhend@hotmail.com">brianhend@hotmail.com</a>	21 Hartland View Road, Morthoe, Woolacombe, North Devon EX34 7HB	01271 871716 07970 951259
Derek Fox	58B	Membership	<a href="mailto:memsecboba@gmail.com">memsecboba@gmail.com</a>	51 Church Close, Pentney, Kings Lynn,	01760 788159

**BOBA Committee Members**

Ray Armstrong	55A	Beachley Echoes Editor	<a href="mailto:r.armstrong@virgin.net">r.armstrong@virgin.net</a>	125 Baker Street, Wigan Greater Manchester WN3 5HG	01942 491140 07941 432306
Stephen Barker	66C	Project Lead	<a href="mailto:sebarker@peterloo-uk.com">sebarker@peterloo-uk.com</a>	Suite 7, Booths Park 1, Booths Park, Chelford Road, Knutsford, WA16 8GS	01565 757845 07712 108078
Alan Chatt	59A	Heritage Sub Committee Chairman	<a href="mailto:a.w.chatt.t21@btinternet.com">a.w.chatt.t21@btinternet.com</a>	8 The Chase, Washington Tyne & Wear NE38 9DX	0191 4175960 07462538613
Ken Reader	62C	Liaison Member	<a href="mailto:kenreader@msn.com">kenreader@msn.com</a>	Carrick House, 8 Cross Lanellittle Downham, Ely, Cambridgeshire CB6 2TJ	01353 699096 07752 209941
Tony Taylor	68C	Heritage Centre Representative	<a href="mailto:tontertay@gmail.com">tontertay@gmail.com</a>	61, Severn Avenue, Tutshill, Chepstow, Monmouthshire, NP16 7EE	07989 503893
Anthony Waite	60C	Cenotaph Parade Organiser & Heritage Sub Committee	<a href="mailto:anthony.waite22ss@btinternet.com">anthony.waite22ss@btinternet.com</a>	Sutton Lodge, 22 Seymour Street, Wellington, Somerset, TA21 8JU	01823 669336 07788 581775



## BEACHLEY OLD BOYS' ASSOCIATION

C/O, Mr. Chris Rickets, 35 Bigstone Grove, Tutshill, Chepstow, Mon., NP16 7ENT.

President  
Lt Col (Retd) S. Thomas  
4 Hawthorn Drive  
Coychurch  
Bridgend  
Glamorgan  
CF35 5ER



Secretary  
Mr. Gary White  
9 Appledore Drive  
Allesley Park  
Coventry  
West Midlands  
CV5 7PQ

Email [sydney1931@btinternet.com](mailto:sydney1931@btinternet.com)  
Tel. 01656 661180

Email: [garywhite404@hotmail.co.uk](mailto:garywhite404@hotmail.co.uk)  
Tel. 02476 404999

**Due to Covid we have been unable to hold an  
AGM, hence no report.**

**Notice** ~ Please note that the views expressed herein do not necessarily reflect the policy and views, official or otherwise of either the Editor or of The Beachley Old Boys' Association and therefore no responsibility for these will be accepted. All contributions and articles for inclusion in the Echoes are very welcome and gratefully received. When submitting items it would be of assistance (though not essential), if Microsoft Word is used (Rich Text Format). JPEG or TIFF is preferable for photographs with images at or over 200 dpi where possible.

*XEditor*



Christopher Le Gallez 77B group is doing walks for Charity. He was partially paralysed for 5 years or so and suffers from amnesia. We are hoping that this article might stimulate a few donations especially from people who knew Chris. He came on the last Cenotaph parade before the pandemic hit

Ladies and gentlemen of the Corps,

I am doing a sponsored walk on Saturday the 9th of April and would like to try and get a bit more coverage. This is the first of 7 planned sponsored walks over 18 months or so, covering a total of 2668km.

I am walking for three charities and a social group;  
Brighton (SECAmb) Community First Responders,  
Kent, Surrey and Sussex Air Ambulance, Care for Veterans, and  
Worthing Veterans Association.

The Royal Engineers Association will be added on the next walk.

Why have I chosen these entities?

I was a member of the Brighton Community First Responders and would so much like to repay their kindness, time and effort which was given to me in my training, and which I maintain to this date. I am hoping to raise £1000 to purchase a Lifepak 1000 trainer unit, which will enable them to train for diverse scenarios which they may come across in the course of their duties. I would like to emphasise that Community First Responders are volunteers who give their time, free of charge, to their local communities in conjunction with the South East Coast Ambulance Service. They aim to get to patients when an ambulance is not available or would take time to get there. They are highly trained and have all immediate medical equipment with them. They fully deserve our help.

Donations page for Brighton CFRs is: <https://www.justgiving.com/crowdfunding/christopher-legallez>



Help raise £999 to purchase a Lifepak 1000 trainer unit, for Brighton Community First Responders who are Volunteers through South East Coast Ambulance Service

We're raising money to purchase a Lifepak 1000 trainer unit, for Brighton Community First Responders who are Volunteers through South East Coast Ambulance Service. Support this JustGiving Crowdfunding Page.

[www.justgiving.com](http://www.justgiving.com)

As an add-on to the above, The Kent, Surrey and Sussex Air Ambulance is funded purely by donations. When access to patients by road vehicles is not feasible, or when time is of the essence in getting a severely injured patient to a hospital, then they are called in. The helicopters are specially outfitted with all the latest cutting edge medical technology that can be fitted into a helicopter, in order to give any patient the best chance of survival. These two charities work hand in hand. They will be very grateful for your support.

Donations page for Kent, Surrey and Sussex Air Ambulance is. [WWW.justgiving.com/Christopher-Le-Gallez1](http://WWW.justgiving.com/Christopher-Le-Gallez1)

Care for Veterans is a local charity, as are the first two, but as a former member of Her Majesty's Armed Forces, this is one that I need to support. Care for Veterans provides specialist nursing care, rehabilitation, respite and end-of-life care to veterans who have served our country. They specialise in caring for those with brain injuries and neurological conditions. The charity is over 100 years old and the



current residents range from 34 to 102 years of age. On any given day at Care for Veterans, the residents are learning to walk again, stroke victims are finding their voices, and heroes who have dedicated their lives to our country are being nursed, some of which are even able to return to independent living through the rehabilitation programme. This charity receives no regular Government funding and must raise £1.5 million to continue with their award-winning care and rehabilitation that is provided to those who have served our country.

Donations page for Care for Veterans is. [WWW.justgiving.com/Christopher-Le-Gallez](http://WWW.justgiving.com/Christopher-Le-Gallez)

Worthing Veterans Association is a group of like minded veterans who support each other through thick and thin.

They are a small, but growing Veterans Association who support our armed forces veterans and their families and carers. They officially began as a not-for-profit Association in Summer of 2019 but had previously offered help and support to people from the Armed Forces family since summer 2017. They aim to become a CIO in 2022. They are veterans supporting veterans. They do not have any paid workers / volunteers. All volunteers have served in the forces or have close links. Members of the local Veterans Breakfast club also support users of the Drop-in with several volunteering.

They are members of ASDIC the National group for Drop-In Centres. They are also members of the South East Coast Breakfast Clubs who all work together unofficially for the benefit of all veterans from Dover to Southampton.

What they Do

They provide a safe place, providing friendship and camaraderie, through social interaction to help end loneliness and the opportunity to talk with fellow veterans who speak the same language and had the same or similar experiences to help and support veterans and their families with issues ranging from healthcare, physical & mental to social care and homelessness. They can also access legal and financial professionals and a range of veteran charities such as Help for Heroes, SSAFA, Combat Stress and NHS CCG Armed Forces Network and their champions' programme.

They are temporarily located in a community hub as their home in Worthing Town Hall is being refurbished. They have links with other charitable groups across the South East in working to develop a structured and coordinated response to needs. they refer veterans in a timely fashion in conjunction with professional services. They are a community of over 200 in the Worthing and surrounding area with over 100 members of the Worthing Veterans Breakfast club alone.

They are also looking to have a Veterans Aid to Civil Community (VACC) projects team. This is where veteran volunteers undertake works for communities and other Charities and organisations. Others supply materials while they supply the grunt [and groans of old bones]. They are supported by local businesses in Worthing, and surrounding areas. Hopefully this will prove to be a popular programme with the veterans for focussing and their minds and skills and also having a therapeutic effect.

What they have achieved

In recent times they have helped two veterans off of the streets and into proper accommodation, held clothing and food collections for those homeless veterans who did not want to leave the streets, they have assisted the DWP in identifying a fraudster who was claiming to be a veteran so that he could access better/faster help in claiming benefits etc.

One of their members and a volunteer from SSAFA helped to prevent a suicide and then guide the individual on the path to get the help they needed.

In the hope that you can help in some way,

I remain yours sincerely,

Christopher Le Gallez

77B Group, Beachley AAC

**BEACHLEY OLD BOYS' ASSOCIATION****BALANCE SHEET at 31st December 2021**

Previous Period Figures			Item	Current Period Figures		
Totals	Sub-Totals	Detail		Detail	Sub-Totals	Totals

**ASSETS**

	£0.00	Cash in Hand	£0.00
	£11,271.88	Cash in Bank	£13,302.03
£11,271.88		<b>Total Cash</b>	<b>£13,302.03</b>
£43,275.74		Monmouthshire Building Society Account	£43,470.48
£0.00		Sundry Debtors	£0.00
<b>£54,547.62</b>		<b>Total Liquid Assets</b>	<b>£56,772.51</b>

**STOCK**

£1,757.25	BOBA Shop	£1,637.36
<b>£56,304.87</b>	<b>Total Current Assets</b>	<b>£58,409.87</b>

**LIABILITIES**

£0.00	Reunion	£59.00
£237.11	BOBA Golf Fund	£237.11
£325.90	Benevolent Fund	£325.90
£314.82	Heritage Centre	£1,447.40
<b>£877.83</b>	<b>Total Liabilities</b>	<b>£2,069.41</b>

<b>£55,427.04</b>	<b>Net Working Capital</b>	<b>£56,340.46</b>
	being Current Assets minus Liabilities	

**FIXED ASSETS**

£0.00	£0.00	Capital Property	£0.00	£0.00
£0.00	£0.00	Investments	£0.00	£0.00

**GENERAL PURPOSES FUND**

	£53,443.26	Balance as per last Balance sheet	£55,427.04	
	£1,983.78	Add surplus of Income	£913.42	
£55,427.04	£0.00	Subtract deficit of Expenditure	£0.00	£56,340.46
<b>£55,427.04</b>		<b>Accumulated General Purposes Fund</b>		<b>£56,340.46</b>
		being Net Working Capital and Total Fixed Assets		

Audited By:

Name	
Signed	
Date	

Treasurer:

Name	B Henderson
Signed	
Date	





## GENERAL PURPOSE FUND SUMMARY (FY 2021)

EXPENDITURE	2020/21	2021	INCOME	2020/21	2021
Expenses	£ 528.20	£ 198.15	Subscriptions	£3,650.00	£3,660.00
Refunds	£ 40.00	£ 800.00	Refunds	£ -	£ -
Fees	£ -	£ -	Fees	£ -	£ -
Shop Postage	£ 22.10	£ 91.22	Shop Postage	£ 68.70	£ 24.50
Stationery	£ 44.91	£ 151.95	Bldg Soc Interest	£ 178.26	£ 194.74
Postage	£ 136.05	£ 156.94	Church Collection	£ -	£ -
Website	£ 751.24	£ 990.00	Shop Profit	£ 324.88	£ 236.83
Insurance	£ 95.20	£ 88.24	Investment Dividends	£ -	
Donations	£ -	£ 500.00	Donations	£2,022.30	£1,358.80
Wreaths	£ 37.00	£ 37.00			
Misc Expenditure	£ 95.86	£ 341.35	Misc Income	£ -	£ 800.00
Reunion	£ -	£1,000.00	Reunion	£ -	£ -
Transfers	£ -	£ -	Transfers	£ -	£ -
Write Offs	£ 49.16	£ -			
CD/DVD's	£ -	£ -	CD/DVD Sales	£ 15.50	£ -
Heritage	£2,356.00	£ 796.60	Heritage	£ -	£ -
Name Badges	£ -	£ -	Name Badges	£ 10.50	£ -
Echoes	£ 130.64	£ 210.00	Echoes	£ -	£ -
<b>Total Expenditure</b>	<b>£4,286.36</b>	<b>£5,361.45</b>	<b>Total Income</b>	<b>£6,270.14</b>	<b>£6,274.87</b>
<b>Surplus</b>	<b>£1,983.78</b>	<b>£ 913.42</b>			
<b>Deficit</b>					
<b>Grand Totals</b>	<b>£6,270.14</b>	<b>£6,274.87</b>		<b>£6,270.14</b>	<b>£6,274.87</b>

## Comments (FY 2021 (11 months only) v 2020/21):

1. Income from subscriptions remains steady.
2. Building Society interest very low, income minimal.
3. Production of The Echoes is steady but as more members request hard copies distribution costs are rising. To keep costs down members are requested to view online.
4. Heritage expenditure by BOBA was on items other than the Heritage Centre.
5. The association continues to receive generous donation.
6. The website is now fully functional, ongoing fees will be for maintenance only.
7. Account shows an income in excess of expenditure of £913.42 for FY 2021. This lower figure is due to the subsidy for the 2022 reunion.

**BOBA Membership Secretary's Report ~ by Derek Fox 58B Group****Report Dated 09/03/2022****Membership / New Members:**

There have been 27 new members join since the last Echoes (2021).

Mr	AP	Allen Percival	Forder	57B
Mr	RG	Raymond Gordon	Barlow	52A
Mr	D	David	Cant	86 Sqn
Mr	SW	Stuart William / Stu	Johnstone	87 Sqn
Mr	PH	Peter Henry	Goodwin	69C
Mr	DA	David/Alexander/Dave	Cargill	80C
Mr	SD	Simon David	Evans	80C
Mr	AW	Andrew William	Lauder	80C
Mr	GA	Gary	Tucker	80C
Mr	B	Brian	Simm	72B
Mr	P	Paul	Daley	71C
Mr	CJ	Chris	Collings	71C
Mr	SP	Steve	Holliman	90
Mr	J	John	Cotter	72A
Mr	RJ	Richard / Dick	Tyers	77C
Mr	CR	Colin Robert	Sanson	72C/73A
Mr	BA	Barry Alister	Hughes	64A
Mr	JAB	John Alexander Bruce	MacDonald	75C
Mr	G	George	Hoult	77C
Mr	EJ	Eric John	Holder	77C
Mr	GJ	Gerald John/ Gerry	Knowles	69C
Mr	SC	Sydney Charles/Syd	Badcock	43B
Mr	MW	Michael William / Mike	Blake	77C
Mr	C J P	Christpher John Peter/ Chris	Kitching / was Murphy	71C/72A
Mr	JA	John Anthony	Hussey	77C
Mr	RA	Richard Allen	Thompson	65B
Mr	NM	Norman Mark	Stevens	72C/73A

**Mr. Chris Angell is paying subs but has not registered with the association. I have tried contacting him on Facebook but he appears to be ignoring me. I seek him here, I seek him there.**



### Membership Numbers

Paid up members total is currently unclear as 2021 subscriptions are not as yet paid for the new financial year. The total should be known for the A.G.M.(or whatever)

### New Member Booklets

I am now in receipt of the BOBA Objectives and Rules Book. New members will be receiving the new copies wef the date above..

### Sympathy / Get Well Soon cards

As previously advised, I am now holding Sympathy and Get Well Soon cards. All I need now is your input as to who has passed away and who is sick. Members will slip through the net but it would be good to show to others that we are here and that we do care.

### In Memoriam

I have been advised of the following deaths since the last copy of the Echoes.

1121	Mr	VG	Viv	Arnold	55A	A
N-M	Mr	P	Paul	Kelleher	87 Sqn	4Trp
1107	Mr	PA	Paul	Sancto	59A	J
N-M	Mr	W/M	Willie/Matt	Helm	58B	B
N-M	Mr	G	Gareth	Davies	?	?
1454	Mr	P J	Peter / Taff	Edwards	72C	C
1159	Rev	J	Joe	Rooney	Honorary	
921	Mr.	TL	Trevor	Sheppard	60B	A
N-M	Mr	MD	Mick	Mason	69B	A
758	Mr.	TH	Trevor	Knaggs	51B	B
N-M	Mr	G	Geoff	Tolly	58B	
N_M	Mr	J	John (Ginge)	Scobie	56B	D/B
N-M	Mr	C	Chris (Slim)	Pearce	69C/70A	
N-M	Mr		Mac	Parr	60B	A
	Maj(Retd)	D	David	Nicholson	54A	
Life	Mr	M	Maurice	Murtaugh	43B	
	Major	RP	Roy	Goodman	52B	
	Mr	RA	Robert Aiden	Maguire(formerly Biggs)	69C/70A	
	Major	DC	David	Chapman	60A	
	Mr	AM	Andrew> Martin	Cobby	72B	

### May they rest in peace.

If anyone learns of a death could you please inform either Derek or Tony Waite (Cenotaph Co-Ordinator).

We are compiling a list to go on the National Apprentices Website and any information helping this to be kept current would be appreciated.



### Subscriptions

Cheques sent to me in regard to annual subscriptions may take some time to be debited from members accounts. This is on account of my having to travel to towns other than that which is nearest in order to access Lloyds Bank. I would ask for your forbearance in this matter.

### MY CONTACT DETAILS:

You can contact me by any of the following methods:

Membership Secretary ~ Derek Fox (58B)

Home Address: ~ 51 Church Close, Pentney, King's Lynn, Norfolk. PE32 1JJ

Home Tel No: ~ +44 (0) 1760 788159

Mobile Phone No: ~ +44 (0) 7842555110

Email Address: ~ [memsecboba@gmail.com](mailto:memsecboba@gmail.com) ( Please note this address should be used for all Association Membership business)





Your instruction to set up anew, amend or cancel a,

# Standing Order

The easy way to make regular payments from your account

## 1 Your Details

Please write clearly in the white spaces with capital letters or Tick boxes

Your full Name or name of business  Branch name

Your contact telephone number  Sort Code  Account number

All sections must be completed

## 2 Standing Order details

How often do you want payments made?

Does this instruction replace any existing standing order or direct debit instructions? Yes  No

If 'YES' please complete section overleaf or detail in special instructions opposite. Quarterly  Half yearly  Yearly

If 'NO' please complete all remaining boxes.

Please allow up to three working days for the funds to reach the recipient's account

Recipient's name: **Beachley Old Boys' Association**

Recipient's bank & branch name: **Lloyds TSB, CHEPSTOW, 7 Manor Way**

Recipient's sort code  Recipient's Account number

First payment amount (if different to usual amount)  First payment date (Month & Year)

Usual amount  Usual payment amount in words **TEN POUNDS STERLING**

Second payment amount (if different to usual amount)  Second payment date (Fill in year)

Until further notice (X)

Special instructions

1. Ensure you fill in all dates where asked.
2. Make sure you sign and date this form.
3. When complete, send to your bank not BOBA.

To Bank

Please note that the second payment and all consequent payments are to be made on 01 April of each year.

Your payment reference (max 18 characters) (Surname, initials & Group)

(e.g. Humperdink,E,27A)

## 3 Your agreement with us

Lloyds TSB Bank plc  
Registered office  
25 Gresham St  
London EC2V 7HN  
Registered in England & Wales No 2065

Lloyds TSB Scotland plc  
Registered office  
Henry Duncan House  
120 George St  
Edinburgh EH2 4LH

Registered in Scotland  
No 95237  
Signatories to the Banking Codes

- Please note that we will not:
1. Make any reference to VAT or any other indeterminate element.
  2. Advise your address to the person/organisation you are paying.
  3. Tell the person/organisation you are not able to pay.
  4. Ask the bank of the person/organisation you are paying to tell this person/organisation when payments are received.

I authorise you to debit my/our account, in accordance with the details shown in Section 2.  
This request is addressed to the bank which holds my/our account.

For bank use only

From branch name  Sort Code  Contact name

ID confirmed (for bank use only)

Your signature

Date



This form is to allow an opportunity for members to complete, or submit an update.

# BEACHLEY OLD BOYS' ASSOCIATION

THE OLD SCHOOL HOUSE, BEACHLEY



**BOBA ~ Membership Secretary**

Derek Fox  
51 Church Close, Pentney,  
King's Lynn, Norfolk.  
PE32 1JJ

**Tel. 01760788159**

Mobile: 07842 555110

**email: memsecboba@sky.com**

Dear BOBA Member

**Re: Next of Kin (NOK)**

This is a particularly difficult subject, however one that decidedly requires to be addressed. When a BOBA member 'passes on', the Executive Committee are left with a quandary as to if and whom they should contact in the family. If such a contact is desired, please be so kind as to complete the details below and in doing so, assist the Executive Committee to help where they are able. The Data Protection Act will apply to all details given.

**(Please use block capitals throughout)**

NOK Name: ..... NOK Relationship: .....

NOK Address: .....

..... NOK Postcode: .....

NOK Tel. No: ..... NOK Email: .....

**Your Name:** ..... **Membership No:** .....

Please return this information to the Membership Secretary using one of the following means:

**Email:** memsecboba@sky.com

**Telephone:** +44 (0) 1760788159

**Mobile:** +44 (0)7842 555110

**By Royal Mail:** Send to the address above.

Thank you in anticipation.

Sincere Regards,

**Derek Fox ~ BOBA Membership Secretary**



The BOBA Shop

The following items are available from our shop.

Item	Notes	Price
Fleece Jackets	Sizes M, L, XL, XXL, XXXL	
"The Beachley Boys" Book	A story written by Brian Elks	
The Beachley Apprentices Story	Anecdotes by Apprentices compiled by Brian Elks	
The Story of the Army Apprentices at Beachley Camp 1924-1994	Official College History	
Tidenham Parish Churches Book *	Edited by Carol Clammer & Keith Underwood (£3.00 P&P)	
Mugs	Single Badge AAS / BOBA , Dual Badge	
Embroidered BOBA Blazer Badges		
Embroidered BOBA Blazer Badges	(Patch Pocket)	
BOBA Lapel Badges		
Cap Badge GSC		
Cap Badge KC		
Cap Badge QC		
Cap Badge QC. Anodised		
Wall Plaques	AAS or AAC	
Wall Plaques	BOBA	
BOBA Car Sticker		
BOBA Wire Wound Blazer Badge		
AAS Wire Wound Blazer Badge		
AAC Wire Wound Blazer Badge		
BOBA Ties		
BOBA Bow Ties		

Prices are published on the web page.

\* Covers all Beachley Churches.

All items can be viewed on the BOBA website and are available from the BOBA Shop Manager. Payment must be made with the order and can be:

- Cash
- Cheque (payable to "Beachley Old boys' Association")
- PayPal transfer

Extra fees apply for packing & postage and PayPal use.

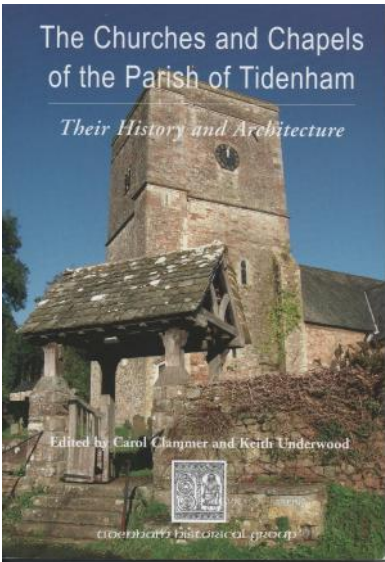
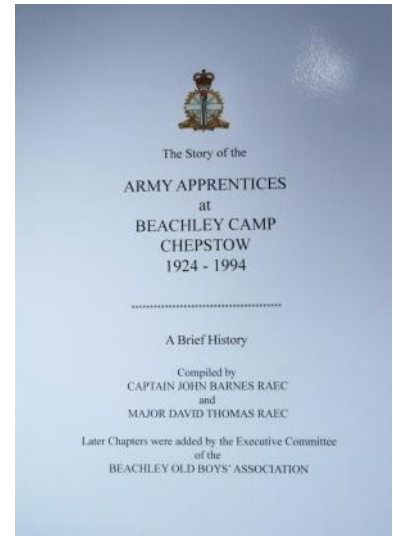
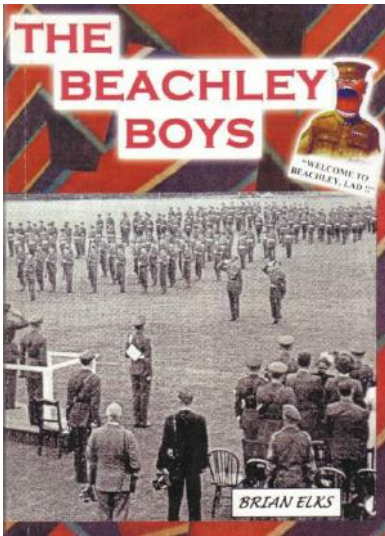
Place orders at [admin@beachley.org](mailto:admin@beachley.org)

Additional items  
illustrated on page 40

Details of Robot CDs on  
page 19

Contact: Chris Ricketts if you are unable to use the internet.(details on PaGE 28





Latest additions to the Shop List are as follows, all to order + £3.00 p&p (Small quantity of some items in stock)



- BOBA T Shirts @ £10.00 each in Navy & other Colours, S,M,L, XL, XXL
- BOBA Polo Shirts @ £12.00 each in Navy & other Colours, S,M,L, XL, XXL
- BOBA Sweat Shirts @ £15.00 each in Navy & other Colours, S,M,L, XL, XXL
- The New Car Stickers @ £2.00 + £1.00 p&p (8.7cm/2.5inch dia—see photo on right)

