

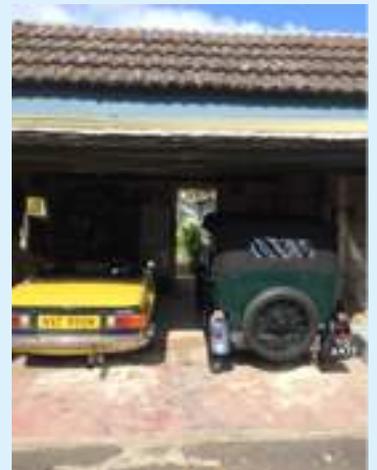


# WESSEX NEWS

*Preserving the marque in Hampshire*

Lorraine's announcement in the last newsletter of the passing of the editorial cap was modest in the extreme. A glance at newsletters over the past few years highlights the exemplary way in which she kept members informed and entertained - and always on time. I will do my best to emulate her high standards but crave indulgence over any early edition mishaps!

My TR journey stretches all the way back to 1969, when as a young and impressionable schoolboy, my soon to be brother-in-law made an indelible impression on me and my fellow pupils, by picking me up from boarding school in a bright red TR4. It was a full fat colour car in a age of sepia and over the next few years I was 'polisher No 1' of this raucous and in those days impossibly fast machine. Over many years I have got close to TR ownership but time and again circumstances managed to get in the way. Finally, I expressed sadness to my wife, Liz, that prices were now almost out of reach and the TR dream was slipping away. In one of those moments when you absolutely know you made a brilliant marital decision she said simply, 'Well, you'd better buy one then.'



[Continued...](#)

Such offers are not to be declined so a period of intense research narrowed the options down to a TR4A or a 6; whichever it had to be the best I could find and Valencia Blue for a 4, Mimosa Yellow for a 6. As you can see the 6 won with a very nice example coming up over the summer. The drive to Worcester was worth it and the return journey was remarkably stress free. A coffee stop en route led to Liz grinning as I returned to her car. '10 minutes', she said 'and three blokes have diverted to walk around the car before heading off to the service station!' Since then I have got used to eager enthusiasts coming over to talk TR. As you can see the TR is kept company by a 1933 Austin Seven and Liz's daily driver is a late Mercedes W124 estate, so I think we back up our classic car interests with actions.



So, how can you help me settle into the editor's chair? The more we get to print, the better basically. Certainly writing up any TR activities of any sort is great - especially club events - but articles on how you got into TR ownership would I think be really interesting. If you have a good idea on how we can improve the newsletter please let me know on [wessextrnewsletter@gmail.com](mailto:wessextrnewsletter@gmail.com) .

**James**

## A word from our leader



A belated happy New Year. I hope you all had a relaxing Christmas break and have blown off the cobwebs ready for a busy TRing 2016!

I'm writing this having just got back from our New Year away weekend to Shaftsbury. It was an excellent break, the hotel was very comfortable with friendly staff, the evening meal very good and twin or two decks Davies delivered some music that was just right to get us up and dancing.

We also managed to fit in a happy birthday to Ann Warrington as well. It was also nice to have the opportunity to be able to properly thank Sue Chorley and Lorraine Pullen for all their help and support.

Looking forward we seem to have a full programme of club nights and club runs in place for 2016.

Starting with Natter and Noggin on 26<sup>th</sup> January we have the regular skittles night at The Phoenix in Twyford on Tuesday 23<sup>rd</sup> February. We did try to change the venue to Hursley but a more restrictive menu which was also more expensive deterred us. Can you let me have your menu choices by Tuesday 16<sup>th</sup> February please to [Stuart.thompson12@ntlworld.com](mailto:Stuart.thompson12@ntlworld.com) or 01794 512867. Details are on page 13 of this newsletter.

John Davies is busy planning the first run of the year to the Hawk Conservancy at Alton on the 14<sup>th</sup> February. Should be bracing but don't choose the chicken 'n chips menu option for lunch just in case. Just a few things further out that you may wish to note. The duck race date is Sunday 13<sup>th</sup> March and we are lucky that Michael Eatough has agreed to give us a talk on the Trans Am rally he did last year.

This will be on club night on Tuesday 22<sup>nd</sup> March.

One final thought! The clean car competition has been with us for years, unchanged but still popular. However there have been grumbings! Shocking but true.

Led by Jim Pullen, the social committee has decided the fairest system for deciding the class winners is to move to a more "Pride of Ownership" basis; you will see further references to this in the future. Basically what it means is that besides assessing the standard of the car itself, we will take cognisance of the use the car has had in the previous 12 months. Welcome to the 21<sup>st</sup> century.

I think that is all from me, I hope to see a lot more of you in 2016.

TTFN

**Stuart**

## TR6 vs Jensen-Healey

The TR6 / J-H debate has been a favourite one for the motoring press since both cars were in production and it's one, until now, I haven't been able to comment on fairly. The recent purchase of a TR however enables me to do so, by putting that alongside my ownership of two Healeys in the past. Does all the spilt ink from the journalists match up with my own ownership findings?

My first Healey – pictured - was owned for a couple of years in the 1990's, the second in the noughties; the TR6 is a recent purchase, and in fairness to the Healeys, has been through an extensive restoration which neither Healey had the benefit of.



Back in June 1985 *Classic and Sportscar* pitched the two models head to head, to see if some fairly average press comments on the cars whilst in production were reflected with the benefit of hindsight. Firstly the TR; the gearbox, clutch and handling all got given short shift by the magazine whilst the overdrive was described as superb. The ride got hammered and the overall driving experience was somewhat dispiritingly compared with a 'characterful skunk' - oh dear!

The Healey of course had its own distinctive problems, mostly revolving around a highly recalcitrant Lotus derived engine, which Jensen did all the development work on - without any support from Colin Chapman. The dash, seats and general layout got the thumbs up but the engine was said to have had a diesel like quality that clearly didn't appeal. The handling was praised, but the lack of engine refinement at speed was in direct contrast to the Triumph 6 cylinder.



Overall, despite critical comment of its anonymous styling, *Classic and Sportscar* decided that the Jensen Healey was the better car - not something to say too loudly in a TR

Newsletter....

My own experiences of the Jensen Healey were rather more mixed. Both cars I owned certainly had rarity on their side, but that was mainly because as an overall package they didn't work. The styling was too bland, the interior overly plastic and the handling good but very soft. Worst of all though was the constant fear the thing would blow up - which the second one did in spectacular fashion. Every journey was a test of nerve frankly and I swear the latter car actually disliked me; if cars have characters that one was particularly nasty. What they did do, between blowing up, was go like the clappers, and speed was impressive - but at the price of some pretty unpleasant noise.

The TR6 is a different beast altogether - okay, the handling can be a bit vintage but slow in, fast out never did anyone any harm in my opinion and the interior is altogether more classy. As far as looks go, well the TR just says sports car and says it well. The engine sounds fabulous, overdrive is great and a firm hand and foot sees the gear change to effective use - and actually I don't think the clutch is that heavy. So in my opinion C&SC got it wrong - the 6 is a superior classic car ownership bet; but then I was pretty much bound to say that wasn't I?

James

Post Christmas  
weekend away  
16th -17th January  
2016



The 16th of January saw 29 members of the Wessex Group meeting at the Royal Chase Hotel in Shaftesbury to have a Post Christmas Party. The day was bright and sunny but very cold and when we arrived I was delighted to see one TR in the car park; it was the only one though so good on Hilary Bagshaw for flying the flag.

The hotel was lovely and it didn't take long to get settled in then head off into Shaftesbury for a look at Gold Hill. I am sure that most of you will be able to remember the advert for Hovis bread with a small boy on a steep hill? Well that's Gold Hill, and it is certainly extremely steep.



Back at the hotel, there was an impromptu tea party in the bar to celebrate Ann Warrington's birthday and then it was time to get ready for the main event.



Everyone scrubbed up very nicely and were soon back in the bar, this time enjoying something a little stronger.

Continued...

The meal was delicious with big platters of steaming veg and the wine was flowing very well. After dinner the customary speeches took place and an award was made by Neil Winscombe on behalf of the group, to Sue Chorley, thanking her for numerous years service on the social committee. Sue has recently resigned from the social committee but has agreed to carry on organising the Christmas functions. Jane Glover had arranged a wonderful display of flowers in honour of this achievement.



Sue and Neil



Bill thanking the committee

Continued...

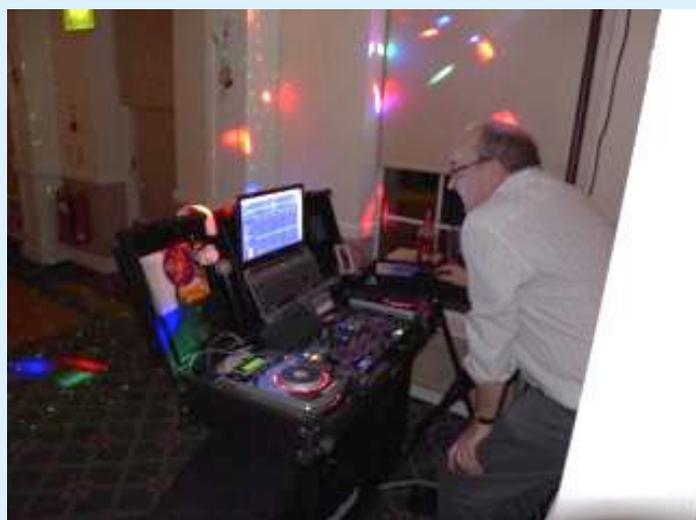
The to my surprise it was then my turn to also receive some beautiful flowers as a thank you for my 2 years (very brief in comparison to Sue) as editor of Wessex News.



The evening then stepped up a notch and the dancing began. John Davies was as usual playing some excellent tunes and the dance floor was never empty.



All too quickly the lights came on and a member of staff was politely shooing us out of the room and off to bed. A lovely evening was had by all, copious amounts of alcohol were consumed and the talk never strayed far from a TR.



## NSU 961 (TS 18418 L)

### A mid-life crisis made reality!

In June 2015 I returned to the TRR fold when I acquired TS 18418 L (NSU 961) or Jeffery as we call it! I first joined the Wessex Group in 1984 when I had SPA 986L - a Sienna Brown TR6 which was my daily driver for 10 years (we went on our honeymoon in "SPArky" on the 1992 TR Alpine tour organised by the Kent Group).

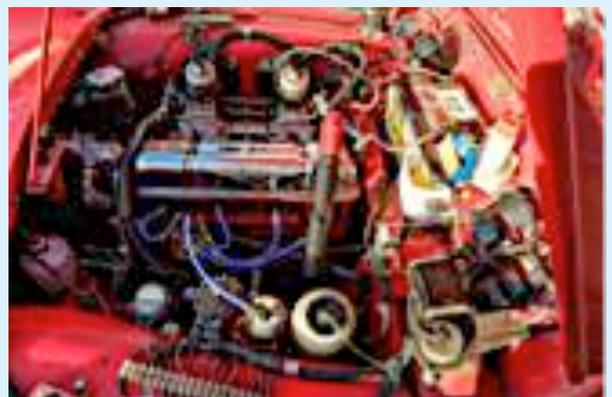
So after a disgracefully long time I started looking for another TR. I was actually looking for another TR6 but came across NSU 961 a Signal Red TR3 which had clearly been modified by its previous owner. The obvious outward signs of which were a roll bar, Cobra seats and racing harness - oh and the bonnet hinges raised up on 1/2" machined aluminium blocks. I was immediately smitten! There was a fascinating hint of its exploits in the documentation that came with the car; an FIA certificate as well as a brief description of the rallies it had done in the 1990's.

Whilst not having a historical competition pedigree in its youth (as far as I know) it has had an active middle age! Having done the deal I contacted the previous owner to find out more about its history.

Some readers will have stopped reading this now that it has emerged that the car has been modified! However my view is that there are plenty of immaculate examples around that have been beautifully restored, many by their original owners. However, many other members will, like me, have "inherited" a car which, given their age, will have passed through several hands and it can often be a skilled work of detection to find out what modifications have been done under the skin so to speak; and when, why and by whom.

So imagine my delight when it emerged that the previous owner, Mike Barker, had documented every modification and had a complete history of the adventures he and his wife had had with the car. I have also discovered that Mike himself had a fascinating competition history!

**Plate 1.** Engine bay - showing "exploded" wiring loom & extra relays all labelled to quickly diagnose faults halfway up an Alp in the dark! Other modifications include airhorn, fuel filter and coil fitted to n/s wing; 123 electronic distributor, fuel pressure gauge (twin Facet pumps in boot) on recirculating fuel line. The oil breather is "interesting", as is the engine stay mounted on the bulkhead. The compact battery enables spare fluids to be stored under the bonnet!



Continued...

## The man

I met up with Mike - now in his 80's- when I went up to his home near Bridgnorth to pick up some parts that he had put by for me. It emerged that he used to be Managing Partner of the Midland Motor Museum in Bridgnorth which he founded with close friend TA (Bob) Roberts who owned a marvellous collection of cars which formed the backbone of the museum's exhibits. Earlier in his career Mike designed, built and raced the Alton-Jaguar "5 GPK" in hill climbs (winning at the Firlle/Bo-Peep Hill Climb in September 1959 - a few days before I was born!) and track events e.g. at Goodwood and Thruxton in the 1960's & 70's. He raced and rallied other cars kept at the Museum - Jaguar XK120 & D-types and a 1939 Frazer-Nash-BMW 328 as well.

**Plate 2.** View of cockpit - showing Cobra seats, Halda Tripmaster installed in the glove box and 4-point seat harness. The gear knob is home-made and is a useful hand warmer!



He bought NSU 961 in 1990 as a fully restored RHD conversion and when not competing it was an exhibit in the Midland Motor Museum. NSU 961 was used in rallies with his wife Gina - a formidable navigator by all accounts. Mike was a founder member of the Historic Rally Car Register (HRCR). Their competition experience was certainly not limited to Triumphs. They also competed in their Jaguar XK 120, MGB V8 and Aston Martin DB3 in the 1990's. In NSU 961 they started with the Monte Carlo Classic Challenge of 1991. I have a copy of the letter Mike wrote recounting their experiences which included deep snow and temperatures of -30°C in the mountains. Fortunately he had fitted a heater shortly after purchasing the car! The 1991 event has been acknowledged as one of the most gruelling historic rallies of the period because of the conditions.

Date	Event	Result
Feb 1991	Monte Carlo Classic Challenge	16th OA; 2nd in Class
Jan 1992	Monte Carlo Classic Challenge	22nd OA; 3rd in Class
Mar 1992	RAC Historic Rally	40th OA; 3rd in Class
Oct 1995	Circuit of Ireland Historic Rally	69th OA 11th in Class
May 1998	Classic Malts Historic Rally	2nd in Class
Sept 1998	Manx Classic Rally	No info yet
Oct 1999	Circuit of Ireland Historic Rally	No info yet
May 2002	Classic Malts Historic Rally	2nd in Class
Jun 2004	Claret & Classic Historic Rally	DNF

Continued...



**Plate 3.** Three-quarter rear view - at some point in its history TR3A door handles were fitted as well as a later rear apron. Note the machined aluminium blocks under the bonnet hinges. The roll-bar is slightly "agricultural" in its manufacture. You can just make out the Monte Carlo Challenge sticker on the scuttle.

### **The machine**

Mike kept a detailed journal of all the adjustments and modifications done to the car as well as details of the rallies they entered. Many of the modifications were done himself in his own fully equipped workshop (complete with four poster lift, lathe, milling machine etc.). The engine was rebuilt with race pistons and other competition components including oil pump, aluminium finned sump and a sump guard. A fast road camshaft and competition valve components were added to the fettled cylinder head and an extractor manifold and bespoke exhaust system fitted. What Mike didn't do himself he had done by Darryl Uprichard at Racetorations. A rolling road test in 1997 showed 132 bhp at the flywheel, 110 bhp at the wheels. The rest of the car was fettled as well with rebuilt rear axle, uprated suspension and steering, AP Racing brake callipers with vented & drilled-discs as well as a Halda Tripmaster fitted in the glove box. After battling with the original gearbox it was replaced with a rebuilt TR4 gearbox and overdrive. This in turn was replaced with a 5-speed Celica box after the overdrive gave way on the Claret & Classics rally. The great thing is that Mike has provided me with the old gearbox & o/d complete with propshaft as well as the original seats and other components should I wish to return it to its previous state.

So I have inherited quite a beast with an established competition pedigree during its middle years from an owner with a distinguished racing history. I have yet to discover if it had a relatively tame "upbringing" in the States (not easy to find out I gather!) and I plan to give it a reasonably lively mid-life crisis now that is nearly 60!

**Ben Freer**

## Diary of Events 2016

Month 2016	Event	Location / Details
January 26 <sup>th</sup>	Natter and Noggin	The Nondescripts Club
February 14 <sup>th</sup>	Club Run	The Hawk Conservancy Andover £14 per person entrance. Scheduled <b>depart Ower Services 11.00am</b> . Lunch available at The Feathers Restaurant – p 12
23 <sup>rd</sup>	Club Night	Skittles evening at The Phoenix Inn, High Street, Twyford, Winchester, SO21 1RF Tel: 01962 713322 £12 per head – menu p 13. <b>7.30pm start</b>
March 13 <sup>th</sup>	26 <sup>th</sup> Wessex Duck Race	See pages 14 – 16 Whitefield Moor Car Park in the New Forest, at <b>2 p.m</b>
22 <sup>nd</sup>	Club Night	Talk at The Nondescripts Club Michael Eatough talks about his Trans Am trip <b>from 8.00pm</b>
April 17 <sup>th</sup>	Club Run	Triumph New Forest Run. <i>Based on previous years but to confirm next month: Avon Heath Country Park, St Leonards, Ringwood for a 10.00 – 10.30am start</i>
22 <sup>nd</sup> – 24 <sup>th</sup> (25 <sup>th</sup> ) 2016	Country Lane Tours 8th CREDIT CRUNCH SPECIAL – see pages 18 - 21	
26 <sup>th</sup>	Roy's Quiz Night	The Nondescripts Club Details to follow
May 8 <sup>th</sup> Basingstoke Festival of Transport		
May 8 <sup>th</sup>	Club Run	Moreton Tea Rooms The Old School, Dorchester, DT2 8RH 01929 463647 Details to follow
24 <sup>th</sup>	Club Away Night	The Sir Walter Tyrrell, Lyndhurst, Hampshire, SO43 7HD 023 8081 3170 <a href="http://www.sirwaltertyrrell.co.uk">http://www.sirwaltertyrrell.co.uk</a> Details to follow
June 12 <sup>th</sup>	Club Run	Details to follow
28 <sup>th</sup>	Pride of Ownership – full details in next newsletter	
July 10 <sup>th</sup>	Club Run	The Lavender Fields, Alton – details to follow <a href="http://www.thelavenderfields.co.uk">http://www.thelavenderfields.co.uk</a>
15 <sup>th</sup> – 17 <sup>th</sup>	TR Register International Weekend	Lincolnshire Show Ground Lincoln LN2 2NA <a href="http://www.tr-register.co.uk/event/2016/07/0001/TR-Register-International-Weekend-2016">http://www.tr-register.co.uk/event/2016/07/0001/TR-Register-International-Weekend-2016</a>
26 <sup>th</sup>	Invited car night and BBQ, IBM Hursley @ Hursley Park, Winchester SO21 <b>from 7.00pm</b>	
August 23 <sup>rd</sup>	Club Night	<b>Natter and Noggin, The Nondescripts Club 8.00pm</b>
September 11 <sup>th</sup>	Club Run	The Cream Tea Run – details to follow
17 <sup>th</sup> – 18 <sup>th</sup>	International Classic Car show - Isle of Wight - Newport Quay and Ryde Esplanade	
27 <sup>th</sup>	Club Night	The BBQ – The Nondescripts Club, Lyndhurst <b>8.00pm</b>
October 9 <sup>th</sup>	Club Run	Details to follow
25 <sup>th</sup>	Club Night	Invited speaker night – details to follow
November 22 <sup>nd</sup>	Club Night	DVD night at The Nondescripts Club <b>8.00pm</b>

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

Menu for  
The Feathers  
Restaurant at  
The Hawk  
Conservancy

### **Feathers Menu**

Sandwiches and salad garnish £3.10  
*(cheese/ ham/ cheese & pickle/ cheese & ham/ ham & tomato/ egg mayo & cress/  
tuna & cucumber/ prawn mayo & salad)*  
Baguettes and mixed leaf salad £3:85 *(fillings as above)*  
Home made Soup served with a cottage roll £4.50  
Bacon Baguette and mixed leaf salad £4.95  
Sausage Baguette and mixed leaf salad £4.95  
Jacket Potato and mixed leaf salad £5.85  
With a choice of fillings ~ beans/ cheese/ tuna mayo/ coleslaw/ prawns  
Extra filling £1.00

Toasted sandwich served with a mixed leaf salad £4.65  
Cheese & ham/ cheese & tomato/ cheese & onion/ ham & tomato/Bacon brie and  
cranberry/ Brie and Cranberry  
Extra filling £1.00

Sausage Chips and beans £6.75

Portion of chips £2.30

Ham Egg and chips £7.25



Menu for  
The Phoenix Inn

Can you let Stuart have your menu choices by  
**Tuesday 16<sup>th</sup> February** please  
to  
[Stuart.thompson12@ntlworld.com](mailto:Stuart.thompson12@ntlworld.com)  
or  
01794 512867.



## ***SKITTLE EVENING 23<sup>rd</sup> February with HOT FOOD SELECTION***

*Spit Roast  $\frac{1}{2}$  Chicken & Chips*  
\*

*3 Pork Sausages & Chips*  
\*

*Two Haddock & Spring Onion Fish Cakes & Chips*  
\*

*Homemade HOT Beef Chilli, Boiled Rice & Garlic Bread*  
\*

*Phoenix Style Beef Lasagne, Mixed Salad, Homemade Coleslaw*  
\*

*Vegetarian Lasagne, Mixed Salad & Homemade Coleslaw*

***A Choice Of The Above  
@ £12:00 per head.***

## The 26<sup>th</sup> Wessex TR Duck Race



Hard to believe, isn't it? I was looking back through some old copies of Wessex News and the February 1990 edition heralded the first "Great Wessex Duck Race". In fact, it had been put off from the previous year because of a drought - but it finally got underway on 18th March, 1990.

It was only really intended as a one-off, a bit of silly fun to liven up the calendar before the proper top-down season got underway. Amazingly, though, it seemed to be an instant hit. Writing up the event in the April edition, Val Dempsey (who was the editor at the time) concluded her report with "Let's hope this was the first of many duck races; we must - at the very least - make it an annual event on the Wessex calendar." And so it came to pass. In all those intervening years, I think we've only been thwarted twice - once in 2001 when the Forest was out of bounds following an outbreak of 'Foot and Mouth' disease and also in 2002, I think because of flooding.

All you need is a plastic duck...but, if you want to challenge yourself to creating something yourself, good on you - it can be as high-tech or low-tech as you like, with two entry classes: Standard and Modified.

Apart from that, the rules are pretty much the same that they've been for the last 25 years! Also - almost guaranteed! - will be the usual thrills and spills. I'd be most surprised if at least one person doesn't fall in.

The plan, as usual, will be to meet at the Whitefield Moor Car Park in the New Forest, at 2 p.m., for scrutineering. We also want to line up all the ducks for photos before we head off down the stream, just in case any get lost in action!

Continued...

For those who want lunch beforehand, some of us will be meeting at the Filly Inn, on the Brockenhurst to Lymington road, from midday onwards but there are plenty of other choices in the area. I would recommend booking ahead if you want to eat anywhere and also leaving plenty of time to get there.

A couple of other recommendations - bring wellies and perhaps a flask of something warm for afterwards and, if you are thinking of bringing any canine companions, then you might want to check the latest situation on CRGV (Alabama Rot) - some cases are still being reported, I believe. Finally, there will a host of prizes on offer, so you may still win a prize even if your duck doesn't win the race. These will include prizes for the "Best Dressed Duck" and the "Best Creation". So get designing, decorating and training all your ducks now!

**Neil Winscom**

*Regulations:*

- 1) The race will be held over a course of approximately 1/2 mile on Ober Water in the New Forest.
- 2) Competitors may enter in teams of any number but each team shall have only one duck.
  - 3) Ducks may be made from any safe material.
  - 4) All Standard ducks must have a realistic duck-like profile.
- 5) Modified ducks can have any shape or form but the scrutineers may require additional inducements to allow ducks that look more like hippopotamuses (or is it hippopotami?), torpedoes, or Sea Cats.
- 6) The overall base length of Standard ducks must not exceed 7 inches (or 178mm for the cool modernists amongst you.



Crowds fill the stands in 2015.

*Continued...*

- 7) No artificial means of propulsion may be used in the Standard Class.
- 8) Standard ducks may not be fitted with superchargers or turbochargers. Any internally generated wind assistance will be construed as turbocharging, so you are advised not to feed your ducks on any pulses, prior to the race.
- 9) All ducks must comply with the EC emissions regulations, so you are advised etc., etc.....(see rule 8).
- 10) All teams must register before the race and all ducks will be subject to official scrutineering by the judges.
- 11) Race numbers will be issued but it would be useful if ducks could be trained to respond their own names, in case they wander off.
- 12) Once under way, competing ducks must not be pushed, poked or prodded, unless they are stationary.
- 13) Prodding sticks must be collected from the Forest at the start. (No drain rods or chimney rods will be permitted).
- 14) In the interests of safety, a strict speed limit will be enforced along the course and there may be hidden speed cameras. Ducks that cross the finishing line well ahead of the rest may well be disqualified for speeding.
- 15) If the last duck falls well behind the rest, then it may, at the marshals' discretion, be removed and replaced 3 feet behind the others.
- 16) No swimming, walking in the stream or on other teams' ducks will be allowed. If any competitors are found to be wandering in the stream, then their ducks may be ejected from the water at high velocity, by the marshals.
- 17) Any duck removed from the water in this manner must be replaced by the team in the exact position of its ejection (not thrown back in 100 yards further down the course!).



The Duck line up



Streamside Assistance

## Sponsorship Update



For those of you who were at the last club night in November you may recall that I managed to badger most of you to sponsor me in exchange for your mince pies. The sponsorship was to raise money for our youngest nephew Harry who was born with Plagiocephaly, which means that the shape of his head is distorted and drooping to one side. To correct this before the skull bones fuse together, Harry needs to wear a special helmet for six to nine months.

Unfortunately, this sort of treatment is classed as cosmetic and therefore is not available on the NHS. So the aim was to raise £2000 for Harry's helmet and treatment. My brother-in-law and his wife (Paul & Vicky) set up a Funding page which raised a good bit of money prior to the sponsored walk and they also got a surprise donation from a local charity. The sponsored walk took place on 4<sup>th</sup> December from 4.30pm starting at Staunton Country Park in Havant and ending at a pub where there were refreshments for the walkers and there was also the usual raffle and quizzes. Paul was very bravely dressed in a blonde wig and a bikini and en route he called into various shops and pubs to beg for money!

I'm not sure at the moment of the total sum raised but any excess money is being donated to the neonatal unit at St Richards Hospital, which is where Harry was born.

**Ann Warrington**



8th  
CREDIT  
CRUNCH  
SPECIAL!



## Country Lane Tours

April 22nd – 24th (25th) 2016

FRIDAY / SATURDAY / SUNDAY / (MONDAY)

The 8th Credit Crunch Special is based at the fabulous four-star Vale Resort & Spa, just fifteen minutes from Cardiff City centre. The hotel sits in the middle of six hundred and fifty acres of rolling countryside, part of which accommodates a large golf course.

I've used the Vale twice before and on the second occasion the Manchester United football team were also staying, albeit they refrained from mixing with us! Serious negotiation has resulted in the cost, for the eighth consecutive year, being still just **£299** per person for three nights' dinner, bed and breakfast and entry to all attractions.

This, as usual, is based on two people sharing a room.

Cardiff is a fascinating city and there are lots of interesting things to see and do as well as great opportunities for retail therapy!

Continued...

The itinerary is as follows:

**Friday, April 22nd.** Arrivals at the 4-star Vale Resort & Spa during the day followed by dinner at 7.30pm.

**Saturday, April 23rd.** Leaving the hotel about 10am we drive the short distance to Cardiff Bay. Hopefully we'll get special dispensation as on a previous occasion to park up in Roald Dahl Plass, right next to the Millennium Centre, Wales' Covent Garden. A guided tour of the city has been arranged and once you've reconnoitered your surroundings you can explore at leisure.

Cardiff castle is a must visit and there are historic arcades as well as the refurbished Bay area replete with shops and restaurants to keep you entertained. In addition the National Museum of Wales houses the Blue Lady, a painting by Renoir displayed at the first impressionist exhibition in 1874.

Dinner in the evening 7.30pm.

**Sunday, April 24th.** Today there's an interesting and varied combination of attractions.

We start with a visit to the National History Museum at St. Fagans. I first visited sixty years ago so it shows how long it's been established!

There are buildings and artifacts collected from all over Wales to give you an insight into times gone by.

From St. Fagans we travel through the valleys to the Big Pit at Brynmawr where you will have a guided tour of part of the mine and experience what life was like for those who worked here in the past before taking a route back to the hotel that includes Aberfan, the setting for the terrible disaster in 1966 when 116 children and 28 adults lost their lives. Once more dinner 7.30pm.



**Monday, April 25th.** Departure for home unless you're staying the extra night. If you do decide to stay a special rate of **£70 per person** D,B&B applies. There's still plenty to see in the area and just eight miles away is the small market town of Cowbridge, with its numerous up-market shops selling clothes, shoes, leather goods, jewelry, antiques and crafts. antiques and crafts.

Continued...

## CREDIT CRUNCH SPECIAL

The cost for the event, after serious bartering, is **once again** just **£299** per person, based on two people sharing. Single supplement **£35** per night.

Included in the price are the following:

- Three nights' accommodation on a dinner, bed & breakfast basis at the 4-star Vale Resort & Spa
  - Special parking in Cardiff
  - Guided tour of Cardiff
  - Entry to Cardiff Castle
  - Entry to St. Fagans Museum
  - Entry to Big Pit Museum, Bryn Mawr
  - Buffet lunch Sunday
  - Detailed route instructions
  - Information pack on arrival with leaflets on local attractions
- Plus more!*



Continued...

## ENTRY FORM – 2016 CREDIT CRUNCH SPECIAL

April 22<sup>nd</sup> – 24<sup>th</sup> (25<sup>th</sup>)

This event is only offered to people on the **Country Lane Tours** postal mailing list and entries are limited, so if you're thinking of coming act quickly to ensure a place in the main hotel!

Name (driver).....

Name (co-driver).....

Car (if known)..... Year..... Reg.....

Address.....

Post Code..... Tel. No..... Email.....

Do you wish to stay Monday evening?.....

Amount enclosed £..... Date.....

Any special requirements (vegetarian, twin beds, etc.)?.....

Please make cheque payable to Country Lane Tours, and send with form to Country Lane Tours, Tirionfa, Bodfari Road, Llandyrnog, Denbigh, LL16 4HP. Entry fees are refundable in full (less £5 admin fee) up to January 30<sup>th</sup>.

In order to obtain the low price non-refundable deposits and payments have to be made to the hotel, attractions etc. well in advance so regrettably after January 30<sup>th</sup> refunds may be limited and after March 1<sup>st</sup> no refund is possible.

**NOTE!!!!!!** There are 70 rooms reserved at the Vale Resort & Spa and nearly two thousand people on the mailing list. If you wish to be certain of a place please book quickly as once the 70 places have gone that will be it and cheques will be returned to unsuccessful applicants, although a reserve list will be opened and there is a possibility of an overspill hotel!

Participants in previous Credit Crunch Weekends have already had priority notification.

**PLEASE NOTE!!!! THE FULL AMOUNT IS PAYABLE AS THE ADMIN. COST**

**OF THIS EVENT IS KEPT TO A MINIMUM TO ENSURE A LOW PRICE. DEPOSITS ARE NOT ACCEPTABLE AND WILL BE RETURNED WITHOUT A ROOM BEING RESERVED.**

Space precludes a detailed description of everything you will see, so the details here are necessarily a synopsis. However, the leisurely daily mileage allows plenty of time to relax and enjoy the scenery and quiet roads as well as the hotel facilities. If you have any queries please don't hesitate to call me on 01824 790280, or email [countrylanetours@aol.com](mailto:countrylanetours@aol.com).

*Please note! There may be slight variations in the advertised schedule if conditions dictate.*

## Some Wessex accessible events



A quick look at a couple of recent classic car magazine highlights a number of events, which may be of interest to members – and possibly within TR range!

If you have an event you can recommend to members, please let me know, and if you attend any events please send some photos and words for the newsletter – thank you.

**James**

Month	Date	Event	Contact
January	Sunday 31 <sup>st</sup>	South Midlands Classic Car Meet Stratford CV37 0AJ 11am – 3pm	01789 242468
February	Saturday 13 <sup>th</sup> – 14 <sup>th</sup>	Footman James Great Western Autojumble The Royal Bath and West Shepton Mallet BA4 6QN 9.30am – 4pm	www.carsandevents.com
	18 <sup>th</sup> – 21 <sup>st</sup>	London Classic Car Show E16 1DR Tickets £25	www.thelondonclassicarshow.co.uk
March	Saturday 5 <sup>th</sup> – 6 <sup>th</sup>	Practical Classics Restoration and Classic Car Show NEC Birmingham B40 1NT	www.necrestorationshow.com
March	Sunday 20 <sup>th</sup>	Breakfast 'Banter and Butty' Southwick, West Sussex BN41 8.30 -11.00am	Richard Long 07976 259290
	Saturday 26 <sup>th</sup> – 27 <sup>th</sup>	A pageant of Transport Weston-super- Mare BS23 1AT	01934 629800 / 07715 620952
April	24 <sup>th</sup>	DRIVE IT DAY	
	24 <sup>th</sup>	Sunday Scramble Bicester Heritage OX26 5HA £5 per person 9am – 4pm	bicesterheritage.co.uk

**Wessex  
Committee  
contact  
numbers**



Group Leader and Chairperson	Stuart Thompson
Deputy Group Leader	Jim Pullen
Treasurer	Roy Clough
Regalia Manager	Tony Alderton
Secretary	Geoff Glover
	Neil Winscom
	John Davies
Newsletter Editor	James Barnes



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

## Wessex Group Regalia

Tony Alderton has recently become our regalia manager and he has put together a new selection of items that can be purchased to promote your membership of the Wessex group. New members may wish to purchase an item or two and those of you that already have some, may need a replacement's. Shown below is the current range of items available bearing the Wessex group logo.



Low profile heavy cotton drill cap front and rear view



The favourite T shirt  
*(female)*



Jersey crew neck T shirt *(male)*



Short sleeve polo shirt



Full zip fleece

Full details of sizes and colours available and the all important cost of each item is provided on the order form. Any other queries about regalia should be made to Tony Alderton



Sweatshirt Classic  
80/20

## TR Register Wessex Group Clothing Order Form

Name:	Contact number:	E-mail Address:
-------	-----------------	-----------------

Qty	Item	Size	Colour	Code	£
Please make cheques payable to: <b>TR Register Wessex Group</b>					<b>Total</b>

Send to: Tony Alderton, 9 Coppice Close, St. Ives, Ringwood, BH24 2LB  
 E-mail: [tonycd.alderton@gmail.com](mailto:tonycd.alderton@gmail.com)

Item	Code	Colours / size	Price £
Low profile heavy cotton drill cap	BC05 8	Black, Bottle Green, Bright Royal Blue, Classic Red, French Navy, Light Grey, Natural, White.	8.50
The favourite T shirt (female)	BE07 6	Mid Grey, Berry (Raspberry), Black, Chocolate, Coral, Dark Grey, Maroon, Navy, Light Orange, Red, Light Blue, Purple, Royal Blue, White, Light Yellow. Size: S=8, M=10/12, L=14, XL=16	8.50
Jersey crew neck T shirt (male)	CV00 1	Aqua, Mid Grey, Light Grey, Black, Red, Deep Teal, Olive, Evergreen, Maroon, Navy, Purple, Light Teal, White, Orange. Size: XS=35", S=37", M=39", L=42", XL=44", 2XL=46".	9.00
Short sleeve polo shirt	BA30 6	Anthracite, Black, Light Blue, Bottle Green, Light Grey, Navy, Purple, Orange, Red, Royal Blue, Sand, White, Light Green, Brown, Yellow. Size: XS=34/36", S=36/38", M=38/40", L=41/42", XL=43/44", 2XL=45/47", 3XL=47/49", 4XL=49/51".	12.50
Sweatshirt Classic 80/20	SS20 0	Black, Bottle Green, Burgundy, Deep Navy, Light Grey, Navy, Red, Royal Blue, Sky Blue, Yellow, White. Size: S=36/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	18.00
Full zip fleece	SS52 8	Black, Bottle Green, Deep Navy, Red, Royal Blue, Smoke. Size: S=35/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	29.00