



WESSEX NEWS

Preserving the marque in Hampshire

Classical Rambling

Stanley the Austin Seven hasn't been getting out much – our fault not his, as he is a willing starter and runner in all conditions. This is of course a dangerous moment, as thoughts turn to such matters as 'am I using him enough to justify having him?' and worse 'what else could I own and run more regularly?'.

So, without going through the details of the whole process of scanning the ads, googling car reviews and generally persuading myself of the good sense of my actions, I found myself travelling across the country to view and then drive back with a 1983 Mercedes 280SL.... The plan, which is bound to come unravelled, is to look at selling Stanley come the Spring when others might find usage appealing; I'll let you how we get on....

Meanwhile the 6 is looking to emerge from hibernation and we have a packed edition with overseas tours, social reports and a new event for Wessex – all very exciting.

Thank you to the willing contributors – keep the articles rolling in!

James

This month's highlights

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A word from our leader



Hi everybody,

With January out the way, lengthening days and getting a wee bit warmer, it is the time to look under the dust sheet and hope all is well. A quick prime of the engine, a cough and splutter and TR matters for 2016 begin to look in good shape. A very simplistic view and it is never as easy as that. VTJ 216D now has a brand new MOT and is ready for the year ahead. Shame that the horn still does not work properly.

I am writing this just before John's run to go and look at some birds of prey at the Hawk Conservency. There is something fascinating about these raptors as they always appear to have a superior attitude and perfectly made for their role in life. A bit like TRs?

A few things to mention coming up.

The annual skittles match for this month's club night at The Phoenix on Tuesday 23rd. Should be another competitive evening. If you are reading this and still intend to order food please let me know as soon as possible. One club night you should not miss, is the March one on Tuesday 22nd. Michael Eatough gave us a very good and entertaining talk a few years ago on his experience of the American Trans-Am. He completed another one last year in his reliable Mercedes and did very well. Not to be missed.

Sunday March 13th is the 26th running, or should I say paddling, of the annual duck race. Same format, same place but hopefully not the same result. Apparently when last seen the meandering stream where the race takes was extremely wide and fast flowing. This could lead to some competitors with very long sticks falling in! The monthly run on March 20th takes us to Hill Head and the Osborne view.

One big regret I have from last year is that we did not produce a Wessex calendar at year end. I know Neil Winscom has caught himself looking at the empty space where the calendar used to hang. So have I, that is I look at my empty space not Neil's. Well that won't happen this year. John Davies has been tasked (volunteered) with the collecting of good suitable photographs throughout the year. So if you have a photograph please send it on to John. We should then have a good selection of TR related photos ready for the calendar at year end.

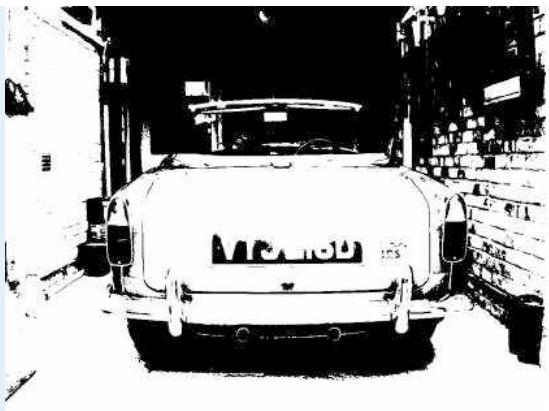
We don't normally carry advertisements but I have had several calls with someone very keen to buy a TR4A. If you know anyone that is selling one please let me know. Just might find it a good home.

Looking forward to seeing you on the 23rd.

Ttfn

Stuart

Technicalities No 1 Of a TR4A



As many of you know Stuart and I were coming back from the Basingstoke Auto and Classic Car show when a lady decided to modify the rear end of the TR. The point of impact was the over rider, you can see this in one of the photos, which got pushed into the boot lid.



The car had just been finished after a respray and extensive work under the bonnet. Roundabouts are notorious for people on a Sunday not looking where they are going. With an insurance quote of £2000 the back of the TR floor was pulled out, boot lid beaten back into shape, resprayed and looked good. However the rear bumper was misshapen and I needed a new one. On the phone to Moss I bought a new bumper for £500, paid by the insurance company. I tried fitting this but found it didn't. With the bumper irons bolted to the rear chassis and fully into the valence the bumper was short by at least an inch and I could not get the bolts through the wing to match up with the bumper.

While I stood back to chew over the problem I thought I would try and fit the new over rider. What a surprise to find the over rider was too big and overhung the bumper by 1/4 "(see photo). The new Moss bumper blade was much narrower than the old bumper which made the over rider look ridiculous and rather silly.



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After spending 2 days messing with fitting the new bumper it had to go and so back to London and Moss. They paid back the £500 but weren't happy especially with my comments. I now tried to straighten the old bumper but just made it worse. As luck would have it an old bumper was given to us by Roy Clough, but it had huge holes in it from where a tow bar had been fitted along with extra mounting bolts.

This needed welding so I asked around and several people said I needed Wayne the welder who they said was the best in Southampton. He really was, He welded large steel plugs in all the holes and then used an angle grinder to get the curved shape. It looked good and as he relieved me of

£50 but he pointed out it had a curved dent in the middle, so not so good. However he recommended the best panel beater in Southampton, called Dave. Now Dave was a panel beater of the old sort with amazing skills, the most obvious was the use of strip lights in his workshop to position a line of light down the bumper and from this you could see the ripple of the dent.

With large hammers and dollys he knocked out the dent and relieved me of £30. Next Hampshire electro plating. What a shambles, they lost the bumper, it took 2 months and several visits from yours truly to locate it and get it re-chromed. Apparently there were 3 thompsons having chroming done at the same time? Yeah right! That cost £300, Insurance paid all the costs of restoring the bumper. It fitted onto the TR perfectly and looks really good; well worth the running around. If anyone would like the name and number of the welder and panel beater let me know.

Adrian Thompson



A matter of
Hindsight?

Who needs rarity when you're having this much fun?

As prices for its predecessor go stratospheric,
Graeme Hurst champions the Triumph TR6, which
offers the same thrills for a fraction of the cost

PHOTOGRAPH BY JAMES HANNAH

Last month in my comparison between the Jensen Healey and TR6 I quoted from Classic and Sportscar Magazine, which had come up with some pretty unflattering TR6 comments; in June 1985 I think it would be fair to say the magazine was not in love with the 6. So it is interesting to pick up on the story in September 2010 when the very same Classic and Sportscar came up with the heading above which seems to indicate a pretty substantial about turn. In the article are references to 'stonking performance and simple, handsome lines' - epitomising all that's great about thrilling, classic British sports cars. That's not all, as waxing lyrical the magazine goes on to praise predictable manners, a great engine, the great virtue of IRS, and crisp styling. What had been criticized in 1985 by 2010 was viewed as idiosyncratic and characterful and the magazine concluded with 'Whichever (route) you take, you're guaranteed roads as rewarding as the TR6 is to drive' – a quantum shift from the 'characterful skunk' of 1985. Can there be any rational thinking behind this shift?



Well, in 1985 the TR6 was not that long out of production and memories of cars delivered with body paint on carpets, rusting panels and Lucas injection problems were fresh in the mind. It was quite possible to pick up a worn but unfettled example for a few hundred quid and I suspect they were a bit of a handful. By 2010 the situation had changed dramatically.

Most cars had either been restored or were carefully tended originals - and prices had rocketed. Crucially though the specialist suppliers for classic cars had come up with some subtle yet nifty changes to the spec, that made the cars much more manageable whether it was poly bushes, improved fuel pumps, telescopic damping or a bewildering number of other improvements as deep as your pockets. You only have to leaf through past Newsletters to read of the ingenious ways the whole TR range has been improved.

The argument about originality will rage as indeed will the debate between preservation and usage. I am sure we all want to use our TR's as much as is reasonable and The Pride of Ownership initiative is a reflection of all this. What I will hold to, is that the TR6 always had it over the Jensen Healey and still does, but both have a place as classic cars of distinction and interest. Which quite possibly can't be said of an Allegro - but I'd better not go there.

James

Preparation is Key



When you take part in an Endurance Rally part of the pleasure is the social side, after driving some 7,500 miles in four weeks across North America you get to know your competitors and their cars well. These events are tough on the cars which are subjected to every type of driving condition you can think of. The Trans Am, which took place last June, lasted four weeks, started in Halifax Nova Scotia and ended in San Francisco. During the event the cars faced driving circuits, speed events, Regularity with high average speeds on gravel and rough roads - not to mention driving across mountain ranges such as the Rocky Mountains, desert in Nevada, high temperatures, low temperatures, flood conditions, lots of mud, long distance fast roads and so on. This means the cars need to be good.

I have one car prepared for Endurance Events and Classic Car rallies, it is not pretty, but it is good. The key to its success is meticulous preparation. It is a bit like owning a small aircraft, you look at parts and if you don't like them you simply replace them. The risk of failure is something a competitor tries to keep to a minimum. My 1965 Mercedes 230S Fintail is an old campaigner, and of course the last thing you want to carry are spare parts.



They are heavy and the car needs to be light, so you simply take the absolute minimum. I carry very little, I rely on the preparation. My old Mercedes has crossed North America twice from East to West on two major car rallies, and competed in Iceland and Europe many times. I have had problems but very few, the last two events including the Trans Am have been 100% trouble free.

On the last Trans Am there were some very nice cars taking part, including pre 1930's Bentleys, a Rolls Royce from 1932, pre-war Alvis cars, and a host of 1960's saloon and sports cars. A great mixture, and some lovely people.

One of the cars was a 1936 Alvis Speed 25, a super car of its time. It was on Californian plates and crewed by two outgoing guys from California. The car looked lovely, and promised to be a good competitor. During the first morning we left Halifax about 9:00 and headed around the peninsula.

There was still snow on the sides of the road, the morning was fresh and the sky bright blue. Conditions were good, we were getting used to the roads and bedding the cars in.

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Before lunch after about 150 miles the Californian Alvis Speed 25 was finished; the cylinder Head Gasket had blown with steam everywhere. This was a sad sight, and the car was out. It would take too long to get spare parts. The crew Travis and Richard were understandably very upset. It turned out the car had been freshly restored in the UK and prepared for the event by the restorer. They had driven it less than 300 miles. We all know a



restored car is not a new car, there is a world of difference. A rally car needs to driven before an event, and thoroughly tested, you need to know and understand the car.

Richard and Travis, not to be out done, searched for parts but it became obvious the car needed serious work to be back on the road again. The hired a car to follow the rally.



By the time we arrived in Quebec they were searching for another car, so they could re-enter the event. They found a car in New York State - a 1972 Datsun 240Z in bright orange, and the guys bought it there and then. Their first problem was that they had no licence plate, in the USA the plates are not transferred like UK plates. They lived in California so needed to register the car there, the owner in New York would not let them keep the New York plates so they had a car which was illegal. This obstacle would finish 99% of the population but not Richard and Travis.

For two days they drove that car without plates, the Rally Plate obscured where the plate was supposed to be. I like to think the car was insured but no one asked. Eventually we passed a "Breakers Yard" and they found a New York State Plate for a 1972 car, gave the guy \$10 and put those plates on the car. All this seems unbelievable as I write this today but it did happen. They were no longer competing but following the event and taking part in the Regularity sections and circuits. This car of course had not been prepared, just bought from a grateful seller.

When we left Buffalo which is on the edge of the Great Lakes, the rally cars crossed back into



Canada, and eventually back to the USA as the lakes demanded. This gave Richard and Travis a problem, they dare not leave the USA for Canada with false plates. On re-entry the cars are checked, and our European cars had to produce V5 certificates or the equivalent. The Datsun had a lengthy detour and a day later we met up in Duluth Minnesota.

During the next three weeks and circa 6,000 miles that 240Z was nearly rebuilt on the event. The car

had front struts, rear struts, shock absorbers, drive shafts, differential, prop shaft, fuel pump, front wheel bearings, rear wheel bearings, new tyres, and replacement brakes.

Our "Back Up" crew who were great guys and wonderful mechanics worked tirelessly on that car. In fairness Richard and Travis were often under the 240Z until the early hours. They were determined to get to San Francisco.

Despite everything they did get to San Francisco and I reckon the 240Z was a far better car than it was when it left New York State. However, can you imagine the stress and sheer effort of getting the car to manage all those rally miles?



I imagine the lovely Alvis Speed 25 is back home in sunny California near Los Angeles, all repaired and tried and tested by now. Richard said "the 240Z is a keeper I will have her rebuilt" - I suspect too many memories. I have the same feeling about my Mercedes Fintail.



Michael Eatough

TR Wessex Group
Run Sunday May
15th 2016



For our May run we are planning a scenic drive through Dorset ending up at the Walled Garden at Moreton. Here we can take afternoon tea at the Dovecote Farm Shop and Café. The Walled Garden is a beautiful three acre landscaped garden with a variety of plant environments, stream-fed ponds and large lawn spaces, styled on the original Georgian and subsequent Victorian design with long borders, formal gardens, wetland features and woodland.

The Dovecote Farm Shop and Café opened in June 2015, specialising in local ingredients sourced, where possible within a 25 mile radius. Offering an all-day brunch menu with all of the regulars including wonderful mushrooms and parmesan on toast, a lunch menu with a selection of seasonal salads, ploughmans and sandwiches, and a "Specials Board" with a few of the chef's creations, e.g. wild boar burger in a brioche bun with hand cut chips and seasonal side salad, soup of the day with sourdough. A special feature of the Dovecote café is that many of the staff have special educational needs and disabilities. This real life working environment is aimed at providing these young people with the skills and understanding to enable them to work elsewhere within the catering industry in the future.

Moreton has been occupied for a very long time. There is evidence of Bronze and Iron Age settlements here, including the remnants of hut circles. The village has always been based on farming the fertile lands either side of the River Frome which meanders slowly eastwards towards Wareham and Poole Harbour. Originally "Moor Tun", loosely translated as the village on the moor, or bog, the farmers drained the bogs and channelled the river to create broad meadows and other pastures, creating Thomas Hardy's "Vale of the Great Dairies".

The village falls within Moreton Estate, the longest single ownership estate in Dorset and one of the oldest 50 estates in England! The Framptons go back to a de Frampton who married the daughter of the local squire in the 1300's and, through her lineage, even further back! The estate has had its share of heroes and villains including Tregonwell Frampton who, as keeper of the Kings Horses, founded Newmarket Racecourse and was known as the "Father of the Turf". Later Framptons were responsible for arresting the Tolpuddle Martyrs and charging the Sherborne riots with the Queen's Own Dorset Yeomanry. In the centre of the village is St. Nicholas' Church, famous internationally for its engraved glass windows — all the stained glass having been blown out by a German bomber in WW2.

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The village school was in use until 1967, it then lay derelict until 2001 when it was restored and is now a tearoom. The Church Yard (not a cemetery) is located adjacent to the gardens, bordered by a hedge with a portico gatehouse. At the far end lies Lawrence of Arabia. Why is he here? It's a long story but he was a soldier at Bovington, hiding from the world and living a slightly strange life. He rented a cottage (Clouds Hill) from his cousins the Framptons and when he died following his motorcycle accident, his family asked their cousins if he could be buried here. During WW2, Moreton was full of American Army units and all the fields had Nissen Huts as far as the eye could see. Moreton House was a hospital and still has doors in the cellars and attics that have ward numbers chalked on them. While you are down at the ford - the longest in Dorset - if you watch carefully and quietly, you may see kingfishers, the occasional pike or a salmon.

Tony Alderton

Total distance	Approx. distance to	Driving Directions from Avon Heath Country Park to Morton Gardens DT2 8RG – probably worth printing these off!
0.0	In	From Avon Heath Country Park drive back towards A31
0.5	0.9	@ RAB take 2 nd Exit in to Woolsbridge Road
1.4	2.1	@ TJ TL on to Horton Road/Ringwood Road
3.5	0.1	@ Three Legged Cross RAB take 1 st Exit - SP W. Moors, Ferndown & Horton
3.6	0.1	@ RAB take 2 nd Exit - SP Horton
3.7	3.2	Take next Left in to Holt Road – SP Lower Mannington, Row & Holt
6.9	2.1	@ TJ TL on to Holt Lane – SP Holt & Wimborne Minster
9.0	0.7	@ Furzehill TJ TL on to B3078 – SP Wimborne
9.7	0.4	@ TrL TR in to Stone Lane - SP Hospital & Other Routes
10.1	5.0	@ TrL TR on to B3082 - SP Tarrant Keyneston & Blandford
15.1	1.2	@ Tarrant Keyneston + TL - SP Tarrant Crawford
16.3	2.2	@ staggered + TR - (no SP)
18.5	0.4	@ TJ TL on to A354 (no SP)
18.9	0.1	@ RAB take 3 rd Exit - SP Blandford & Blandford St. Mary
19.0	0.3	@ RAB take 2 nd Exit on to Bournemouth Road - SP Blandford
19.3	0.1	@ Blandford St. Mary RAB take 1 st Exit in to West Street (no SP)
19.4	3.8	@ next Junction on right, fork Right taking the 2nd road , Fair Mile Road - SP Winterbourne Stickland
23.2	0.3	@ TJ TL on to North Street - SP Stickland, W-Houghton, Whitechurch & Milton Abbas
23.5	2.5	Pass the Crown Pub on left & then take 2 nd Right, crossing West Street in to Dunbury Lane pass village school on left - SP Milton Abbas, Hilton & Milborne St. Andrew
26.0	3.1	@ small grass triangle on right TR - SP Hilton, Milborne St. Andrew & Milton Abbey
29.1	0.4	@ Milborne St. Andrew TL on to A354 - SP Blandford, Winterbourne & Whitechurch. Then almost immediately take next Right in to The Causeway - SP Village Hall
29.5	5.1	@ + TR in to Lane End (no SP). In 1.7 miles continue under A35 on to B3390 - SP Warmwell, Crossways, Affpuddle & Briantspuddle. Pass Wessex Trailers on right, over bridge.
34.6	0.8	Take next Left in to Hurst Road - SP Moreton & Wool
35.4	0.1	@ TJ TL (no SP)
35.5	0.1	@ Moreton Tea Rooms on left follow the road round to the right and then take first right up track to Car Park - SP Moreton Gardens, Dovecote Farm Shop & Café. You have arrived.

RAB = Roundabout. **TL** = Turn Left. **TR** = Turn Right. **SP** = Sign Post. **TJ** = T Junction. **TrL** = Traffic Lights. **+** Cross

Why fly the length of Argentina when you can drive it?

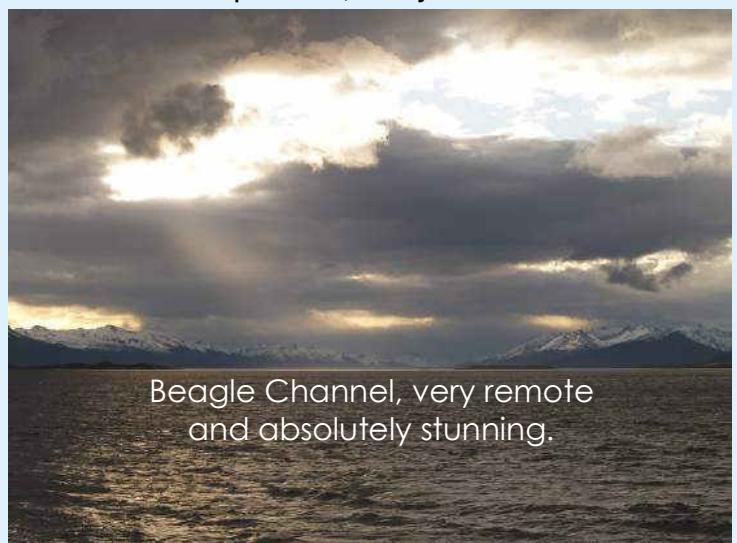


Although this trip didn't quite feature any TRs, it was caused by a meeting of two TRs in the year 3BC (Before Children) which, in our case, was 1979.

Sue (wife), George (TR2) and I met the Beast, a red TR4, and his owners Graham and Rosie Johnson through the Thames Valley Group meetings, then held at the Black Horse in Gomshall. The route between Downside where we lived and Gomshall gave us some very good hill climbing on the way to meetings, and even better on the way home. Their kids and ours grew up together so when their elder son (Christian) married an Argentinian girl (Valeria) in London last autumn and announced the 'away leg' would be near Buenos Aires (BA) at the start of January this year, it took about 4 microseconds for us to invite ourselves.

It would be a long way to go just for a wedding so we decided to make a family holiday of it. We are fortunate that the kids (even though they are 29 and 33) are happy to come with us still although such ventures normally involve sailing rather than galloping across Patagonia. So the team was Ben, his girlfriend Rose and Tim, our elder son. With that number of people we decided that hiring a mobile home would give us freedom to do as we pleased, away from the constraints of hotels, and at a manageable cost. We flew to BA, stayed there a few days to get used to the place, then flew to Ushuaia, the airport closest to Tierra del Fuego.

We stayed there enjoying the remoteness, looking at the wildlife on the Beagle Channel (albatrosses and many other birds, penguins, sea lions). It's only 1500km from the Antarctic. There is a moving memorial to the Argentinians lost in the Falklands War, something the country still grieves over.



Beagle Channel, very remote and absolutely stunning.

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Javier's arrival at Ushuaia, looking down to the Beagle Channel.

We collected the mobile home (that we called Javier) from a chap who used to own a chrome bumpered MGB, and whose Dad still has a TR6. Regrettably that was the closest we got to a TR while in South America. Javier is based on a Mercedes Sprinter van. I suspect the conversion has been done locally as it wasn't up to the standards I'd have expected of a Merc. The vehicle was about 3 years old and had only 90000km on the clock so mechanically should have been sound but that proved a vain hope.

Crossing the border from Argentina into Chile was fun but time consuming. The Chileans didn't like us importing apples so kept them. We hoped they enjoyed them. We'd been recommended to take the western crossing of the Magellan Strait as it was more picturesque. What we weren't told was that there was nowhere that sold diesel between Ushuaia and Porvenir, at the south side of the Magellan Strait. There was a fuel station on the Argentinian side of the border but it only sold petrol. The road from TdF started sealed and good for high-speed, but then deteriorated into rough unsealed stuff. We reduced to 50 kph but actually found the 'washboard effect' was less damaging, to both Javier and humans, at 80 kph. We were in a dilemma, caught between the need to catch the last ferry for two days from Porvenir, and the need to keep the speed down to avoid running out of juice, bad in a petrol vehicle, much worse in a diesel. We became desperate enough to coast down hills. The Chilean rough road was better than the Argentinian until we were within about 100km from Porvenir when we took to the direct route rather the main road. It was a very scenic road but we weren't able to give it due attention. It was one of the more highly stressed afternoons of my life. We finally drifted into a service station running on fumes (the gauge had showed empty for over 60km and we had done well over the claimed range of a full tank) and made the ferry with about eight minutes to spare. Crossing the Magellan Strait made up for the anguish of getting there as we saw dolphins and Minke whales, as well as more albatrosses.

That first day was tough and only once more did we even get close to a fuel shortage, always refuelling whenever we were down to half a tank. The other day was when two towns that were said to have fuel had absolutely nothing, so we headed off into the desert to a shack, the occupant of which was prepared to sell us 10 litres. Net gain on that diversion was perhaps 2 litres! We had been asked only to use top grade fuel, which we did when it was available. Heaven knows that went in that afternoon, although there was so little of it little harm could have been done.

Tim and I shared the driving. The temperature increased daily from cold (not much above freezing, particularly at night) to hot, although with low humidity, in the north. The road is the Route 40, a fantastic route that even has its own website. It runs most of the length of Argentina, running mostly just to the east of the Andes. We crossed back from Chile into Argentina the day after Magellan. The website describes the parts of road which are sealed and which are not. It's a work of pure fiction.

We expected 60km of bad road one day yet found that whole stretch beautiful tarmac, but there were other long areas that were supposed to be complete yet were simply terrible. It wasn't just

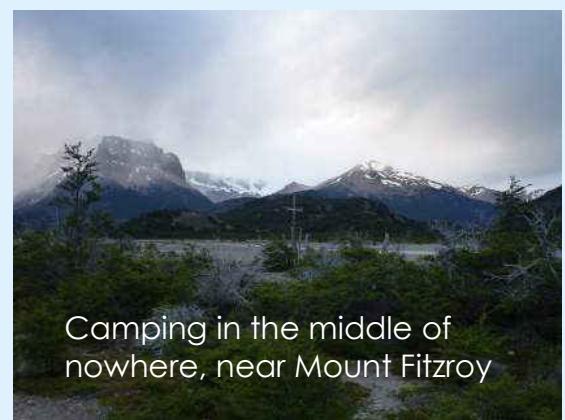
the 'washboard' surface; there were big random rocks all over the place. The bad places were described on the signs as 'under construction' which stretched the point as there was rarely any sign of work being done, or even of any contractors' plant. One suspects that the corruption within the country may have a lot to do with that. We'd always expected to get off good quality road while travelling across Argentina but some parts were beyond a joke. The road when we went into some of the National Parks was very challenging. Incidentally there were quite a few Bailey Bridges on the side roads, perhaps a result of past UK aid packages. Steel rolled in Scunthorpe, fabricated in Hereford! One wonders how

many of those who use them are aware of that.

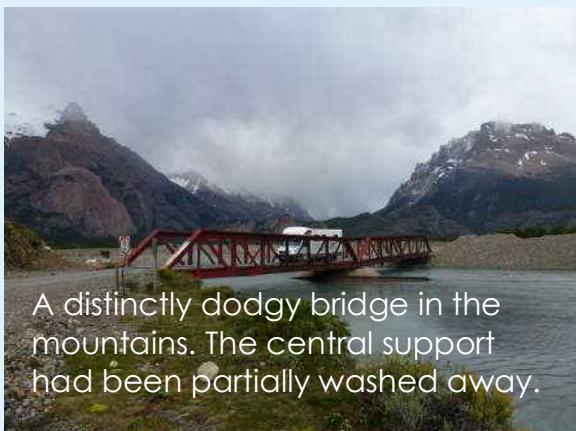


In many places, particularly in the south, we didn't see another vehicle for three hours and it was the norm to either wave or flash a greeting to any other vehicle you saw. You could often reach the top of a gentle slope and see about 20 miles of road ahead of you with not a soul on it. There were a few lengths where one didn't move the steering wheel for almost an hour. Tim and I agreed that I'd take over from him when we reached a feature but in the end we decided to stop for lunch before we found anything that could be described as a feature.

Continued...



Camping in the middle of nowhere, near Mount Fitzroy



A distinctly dodgy bridge in the mountains. The central support had been partially washed away.

Christmas Day at Bariloche



This description could suggest the trip was boring which was far from reality. The glaciers in the south (at Calafate) were simply magnificent, as were the lakes further north at Bariloche, where we stopped for Christmas.

The wine growing region area around Mendoza was absolutely beautiful, as was their product. We camped in some astonishing places, particularly below Mount Fitzroy (which didn't play the game as it was shrouded in mist) and by a lake in the Parque National Lanin. The canyons were breath-taking as were many

of the bits in-between simply because of their size. 'Awesome' is a much over-used word but it does describe the sheer enormity of the place appropriately. There were many animals around. Apart from the obvious cows and sheep there were llamas, guanacos', emus, condors and armadillos (who seem to have suicidal road-crossing instincts similar to hedgehogs).

Javier had a hard time. He developed a hydraulic leak on the rear axle early on which meant daily refilling the header tank (sometimes more often in steep bits), the front shockers were shot by the end and we felt like we were pitching in a rough sea. The power steering pump was showing signs of serious distress to the point where we had to slip the clutch and increase revs to park in confined spaces (there weren't many of those!). Apparently the steering rack was replaced after our return although we didn't notice any slack in and it surprised us they'd done that; perhaps because it was worth doing while they had the front end apart.

The non-mechanical failures were perhaps more annoying. The fridge showed signs of serious illness and eventually turned its toes up just as we were getting into really hot country. The

collapsible table did just that and refused to return to table-height so spent the rest of the trip in disgrace in the cupboard at the back. The loo door lock tried catching an incumbent a couple of times and then died properly (fortunately with nobody inside) three days from the end. It took surgery (borrowed hammer and cold chisel) to bring it round to our way of thinking although after that going to the loo was a slightly more public operation than some would have liked. One of the rear windows was sealed shut to avoid losing its glass and this became a serious problem as the nights got hotter. We bought a fan in Mendoza which helped a bit but Tim and I slept outside when possible.

A stop in the middle of nowhere. No need to pull off the road.



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Overall we covered just over 6000km in 16 days. The longest day was just over 1000km, by the end of which both Tim and I had had enough. It was probably tougher for those not driving. Our rough intention was to swap driver every two hours, but the actual timing was more governed

by fuel stops. On three days we did only nominal distance or nothing at all. We stopped for three days at St Nicholas, northwest of BA, for the wedding that was the original reason for going.

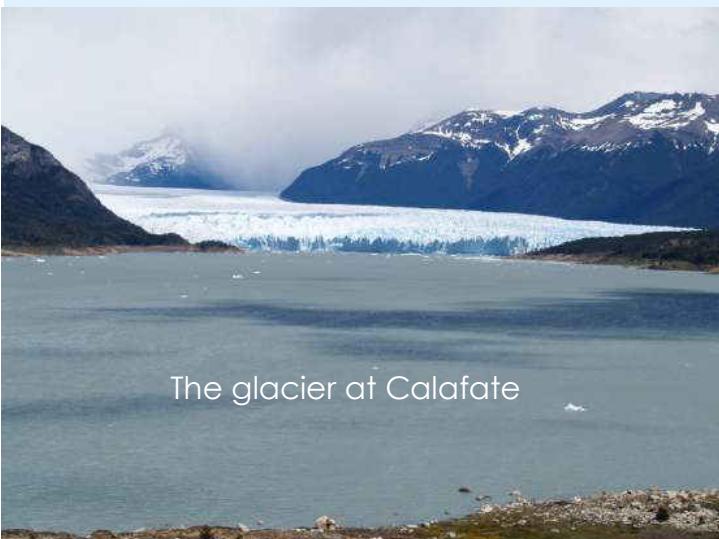


We self-catered on three or four evenings. Sometimes we camped at organised sites, some of which were quite basic. In some places we simply stopped somewhere quiet and looked after ourselves. We did keep a large supply of liquid with us as it would have been very easy to dehydrate. Not all the liquid was water! We found Argentinian beer surprisingly tasty, and the Malbec was very

gentle, and cheap as chips. So was their meat. It was hard for Rose, a veggie before this trip although she weakened onto meat as we progressed. We ate like kings.

Andean Roads, from whom we rented Javier, were very good and, despite the feeling that we were nursing the vehicle around the course, I'd use them again. Their owner had a good sense of humour (he needed it) and was very easy to deal with. We'd probably not repeat this trip

simply because it is 'ticked off' but I would recommend it to anyone else as being fun and a challenge. We felt considerable satisfaction when we finished. It wouldn't be a practical proposition in the time we took with only one driver. However we will return to Argentina because we want to do the next step south to Antarctica, and we feel we didn't give Chile a good enough inspection. I fear the higher rainfall to the west of the Andes might be a drawback. We've seen Peru in the past, and returned home via Iguazu (the falls are simply stunning) and Rio (interesting city for a week, but they seem far from ready for the



The glacier at Calafate

Olympics). I wanted to cross the bridge From Rio over to Niteroi, the first project on which I worked, when still a student.

Steve Harridge

Diary of Events 2016

Month 2016	Event	Location / Details
February 23 rd	Club Night	Skittles evening at The Phoenix Inn, High Street, Twyford, Winchester, SO21 1RF Tel: 01962 713322 £12 per head – menu p 13. 7.30pm start
March 13 th	26 th Wessex Duck Race	See pages 14 – 16 Whitefield Moor Car Park in the New Forest, at 2 p.m
20th	The Osborne View	Hill Head Road, Hill Head, Fareham PO14 3JP. Details to follow
22 nd	Club Night	Talk at The Nondescripts Club Michael Eatough talks about his Trans Am trip from 8.00pm
April 17 th	Club Run	Triumph New Forest Run. <i>Based on previous years but to confirm next month:</i> Avon Heath Country Park, St Leonards, Ringwood for a 10.00 – 10.30am start
22nd – 24th (25th) 2016	Country Lane Tours 8th CREDIT CRUNCH SPECIAL – see pages 18 - 21	
24th		Drive it day
26 th	Roche Manufacturing	Details to follow
May 8 th		Basingstoke Festival of Transport
May 15 th DATE / VENUE CHANGE	Club Run	The Dovecot Farmshop and café Dorchester, DT2 8RG 07786 444378 Meet at Avon Heath – details pages 9 & 10.
24 th	Club Away Night	The Sir Walter Tyrrell, Lyndhurst, Hampshire, SO43 7HD 023 8081 3170 http://www.sirwaltertyrrell.co.uk Details to follow
June 12 th	Club Run	details to follow
18 th / 19th		<i>Vectis Historic Car Club, Cowes, Isle of Wight – a possible weekend away.</i>
28 th		Pride of Ownership
July 3rd Date change	Club Run	The Lavender Fields, Alton – details to follow http://www.thelavenderfields.co.uk
15 th – 17 th	TR Register International Weekend	Lincolnshire Show Ground Lincoln LN2 2NA http://www.tr-register.co.uk/event/2016/07/0001/TR-Register-International-Weekend-2016
26th	Invited car night and BBQ, IBM Hursley @ Hursley Park, Winchester SO21	from 7.00pm
August 23 rd	Club Night	Natter and Noggin, The Nondescripts Club 8.00pm
September 11 th	Club Run	The Cream Tea Run – details to follow
17 th – 18 th	International Classic Car show - Isle of Wight - Newport Quay and Ryde Esplanade	
20 th	Club Night	The BBQ – The Nondescripts Club, Lyndhurst 8.00pm
October 9 th	Club Run	Details to follow
25 th	Club Night	Invited speaker night – details to follow
November 22 nd	Club Night	DVD night at The Nondescripts Club 8.00pm

All events are covered in full on the Wessex TR Register Facebook page and any late **16** updates or cancellations will be published there.

Clean Car Night Or Pride of Ownership



It's all change!

Historically Clean Car Night has been about presenting the smartest looking TR regardless of it usage. Newly restored or little used cars invariably won the cups whilst TR's that were driven all year didn't even get a mention. Clearly an imbalance which other groups and indeed the TR Register have addressed.

Therefore, clean car night will now be called 'Pride of Ownership'. We have introduced a totally new marking sheet, which gives the judges plenty of scope for subjective marking within various categories.

Perhaps the most radical change is that we have included a mileage multiplier which starts at 1,500 miles in the previous year. For this year we will be relying on honesty and personal knowledge to record miles run. This will be a lot easier in future as we will already have the mileage recorded. I think you will be surprised just how much difference this makes.

Class groups have been tweaked a little with awards for TR2/3/3a, TR4&4a, TR5&6, TR7&8 and for our guests, Non Wessex TR of any type.

We will still have the Broken Piston award, but this will be awarded to the member who has had the most eventful breakdown or incident during the year and not the car with the most patina.

I do hope you will join us on the 28th June at IBM, Hursley for the Wessex TR Group Pride of Ownership evening, The usual great banter, BBQ and warm beer is guaranteed. I'm still working on the balmy evening sunshine!

Jim Pullen



Culture and Luxury – a reflection from 2013



Every year Jane and I try to spend a week to ten days touring in our 4A, choosing a destination or route where there is a mix of interesting driving and good sightseeing. We have taken the car to France on three occasions now, and decided that this spring we would have a look at Northern Spain and sample some rioja in house, so to speak. On looking at the Brittany Ferries web site to check on ferry costs, I found to my surprise that they offer a number of 7 day motoring tours, whereby as well as the ferry passage they book the hotels for you, leaving it up to you to plan how you get from one to another. The tour we chose was entitled Culture and Luxury, the luxury being provided by the accommodation, all of which is in the State owned 4 and 5 star Parador Hotels. Almost entirely, these are old palaces, monasteries, and the like from the 16th century onwards that have been converted into very comfortable accommodation whilst still retaining their period charm and often furnished accordingly. The culture is provided by the choice of location of the parador.

So on the evening of 3rd May our ferry set sail from Portsmouth and we set down to an excellent dinner of typical Gallic quality. Our four berth cabin provided plenty of space for the two of us and had a good en-suite bathroom. There is little to do during the day as there is little land to see until next afternoon, which left plenty of time for an excellent, leisurely lunch.

We arrived in early evening and drove the 20 miles to our first parador at Santillana del Mar. Contrary to its name, this little very old town is not actually on the coast but a few miles inland. The centre is a maze of narrow cobbled streets which instantly showed up the deficiencies of the TR4A's suspension, but nothing fell off and, thanks to our GPS we eventually found our accommodation. A walk round the town in the evening followed by yet another excellent dinner preceded a good night's sleep.

Next morning we set off for our next stopping point, Leon. Between Santillana and Leon is a range of mountains called the Picos de Europa, over which we drove at heights up to 1500 metres, stopping at a little town called Riano in the middle of the mountains and on the edge of a great inland lake. In all, the drive through the mountains was about 80 miles of good roads, many straight but with frequent hairpin bends that were a thrill to drive on. After about one third distance we reached the snow line, following which there was an equally enjoyable gradual descent with a mix of gradients including more, smaller climbs. Once on the flat again it was a further 40 miles of country roads to Leon, a large university city. All in all, we had covered just less than 140 miles in just less than six hours, including stops for photos and lunch.

Continued...

Leon was established as a Roman settlement in 70AD but was subsequently destroyed by the Moors. It was rebuilt in the 9th Century and was the capital city of the then Kingdom of Leon. It is airy and spacious with a wide boulevards and squares and with parkland either side of the river running through the city. The 5 star parador, built on the banks of the river a little away from the historic part of the city, was originally a monastery founded in the 12th century to provide lodging for pilgrims. The original building was demolished at the beginning of the 16th century and the present building dates from 1515. It is reputed to be one of the most beautiful Renaissance buildings in Spain, with carvings denoting religious and historic events on the façade. Adjoining the parador are cloisters and then a period church, now a museum. In the historic part of the city there are a number of equally old and older buildings, many still in use, together with a magnificent cathedral built on the site of the second Century Roman baths. We stayed here for two nights, spending the intervening day exploring mainly the historic centre.

So far three nights of luxury and a day and a half of culture! The next morning we left for La Granja de San Ildefonso, a small old walled town surrounding a 17th Century royal palace with its gardens, both now open to the public, some 180 miles to the south and about 35 miles north of Madrid. The parador was originally built by one of the kings for his two sons to use, and again we stayed for two nights. The journey itself was by fairly straight main roads through generally flat agricultural countryside. The main point of interest was the many solar panel farms to be seen on the way! One surprise, however, was the number of storks in the area and the provision made for them by the populace. Outside the cities, almost every tall building, such as a church, had a nest or two, some built on specially constructed platforms and others even on the top of old industrial chimneys.

The town lies about 6 miles south east of the world heritage city of Segovia, an old city dating from before Roman times. It is primarily famous for its Roman Aqueduct that brought water from the hills outside the city to the very centre of the town, and is still in first class order. It also boasts a fine gothic cathedral and the Alcazar, a royal castle dating from at least 1122. The construction of the aqueduct dates from the end of the 1st century or early 2nd century, and it is the most important Roman civil engineering work in Spain. It was built with about 25,000 granite blocks stacked without the use of mortar. A staggering sight, it is 818 meters long, has more than 170 arches and is 29 meters high as it approaches the centre of the city. Most of the day was spent exploring the historic centre before returning to La Granja for a tour of the palace and gardens.

Our next destination was Soria, some 125 miles to the north east, so we were there in time for lunch. The drive was along national roads once more through undulating arable countryside. The parador was, for once, a modern building, although incorporating an ancient site on top of a hill with excellent views over the town and surrounding countryside. The town is the capital of the province and has a wealth of Romanesque buildings in a network of medieval streets. It is situated on the banks of the Duero River (which finally reaches the sea at Oporto!) and again has a very beautiful cathedral.

Off again next morning, this time heading for Lerma, initially on A, but then on country roads which initially followed the river through rocky undulating countryside with impressive gorges. On the way we stopped to explore the famous gorge at La Yecla. This very narrow defile through massive cliffs, with a fast flowing stream at its base, makes a spectacular walk. It is also the home of at least 6 eagles that were busy soaring in the morning sun. Continued... 19

Situated just over 20 miles south of Burgos, Lerma is another little historic town. The parador stands on the highest point above the town and has been converted from a ducal palace, built at the beginning of the 16th century by the local Duke as a palace suitable to entertain King Felipe III. This has a magnificent colonnaded central reception area around which on the first and second floor are the guest bedrooms. It is situated in the centre of the historic part of town with a large square in front bounded by columned arcades on two sides that were the homes of the local gentry. The streets of the old town, again lined with period buildings, are cobbled, with a steep climb to the square, and once again show up the deficiencies of the TR suspension and the flexibility of the chassis!

After our final night we set off due north for Santander and the ferry, using the most direct route. After Burgos this climbs to a large plateau, which is followed by a dramatic drive through a rocky escarpment with massive canyons and with upset strata that would not be out of place on the Jurassic Coast, before descending gently to the coastal plain. Having stopped for lunch, by mid-afternoon we were back at Santander, ready to catch the ferry back to Portsmouth. We had done 740 miles on roads varying from motorway to cobbled streets, but the highlight of the trip was the passage over the Picos mountains to Leon. The car didn't miss a beat and all those spares I had pessimistically brought remained safely stowed away. The overall fuel consumption for the 838 miles, which includes the run to and from Portsmouth, was 27.33 mpg. Would we make a similar trip another year? Most certainly.

Geoffrey Glover



The 26th 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

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.

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!*



ENTRY FORM – 2016 CREDIT CRUNCH SPECIAL

April 22nd – 24th (25th)

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 30th.

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 30th refunds may be limited and after March 1st 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.

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
February	18 th – 21st	London Classic Car Show E16 1DR Tickets £25	www.thelondonclassiccarshow.co.uk
March	Saturday 5 th – 6th	Practical Classics Restoration and Classic Car Show NEC Birmingham B40 1NT	www.necrestorationshow.com
March	Sunday 20th	Breakfast 'Banter and Butty' Southwick, West Sussex BN41 8.30 -11.00am	Richard Long 07976 259290
	Saturday 26 th – 27th	A pageant of Transport Weston-super-Mare BS23 1AT	01934 629800 / 07715 620952
April	24th	DRIVE IT DAY	
	24th	Sunday Scramble Bicester Heritage OX26 5HA £5 per person 9am – 4pm	bicesterheritage.co.uk

The Departure Lounge - Classic Car Sundays

The Departure Lounge Cafe Basingstoke Road Alton Hampshire GU34 4BH

Our Vehicle Rallies held in the heart of Hampshire, just off the A339, The Departure Lounge Café is the ideal location for vehicle rallies. We offer ample parking and a large space to exhibit your vehicles; there are also refreshment and toilet facilities available. Our Classic Car Sundays, every first Sunday in the month: **May to September, cars arrive from 2.00pm**. This event may be extended to October, weather permitting.

Contact Simon Farley at simon@thedepartureloungecafe.co.uk or call 01420 80111.

A possible trip over the water



Triumphs line up at the Vectis Open Day

If you are interested in participating in the Vectis Open Day on the Isle of Wight, please let a member of the Committee know so we can work out if a club away trip should be organised.

Future Events 2016

Vectis Historic Vehicle Club Ltd

Registered Office : 2a Sandown Road, Lake, Sandown, Isle of Wight, PO26 9JP

Registered in England : 8436920

This listing covers club and other events to which club members have been invited.

If you require any more information about the listed events, please contact the Club Secretary

Club email- vhvcltd@hotmail.com

- Saturday June 18th Prep for Open Day 10.30 to 12noon.
- Sunday June 19th Open Day

Welcome to the VHVC Ltd. website

The Club Started life as the Isle of Wight Veteran Machinery Club in 1973, but in 1980 its name was changed to Vectis Historic Vehicle Club to better reflect the general interests of its members. It has over 100 members and they own a wide variety of vehicle makes, including Armstrong Siddely, Aston Martin, Austin, Bentley, Bristol, Cadillac, Chrysler, Daimler, Fiat, Ford, Hillman, Jaguar, Lea Francis, MG, Morris, Renault, Riley, Rolls Royce, Talbot, Triumph, Vauxhall, Volkswagen, and Wolseley, dating from 1914 to the 1970's. See Photographs of over 30 in our [Gallery](#)

The club organises a wide variety of **events** throughout the year including Sunday Tea Runs, a round the island run and other Trophy runs. There are also static displays at the I.W County Show, Garlic Festival, Bembridge Festival and other village and school fetes. In December we hold a Christmas Charity Collection in Newport, with our cars on display in St. Thomas's square on behalf of the IOW Mountbatten Hospice. In June we hold an open day at Arreton Barns.

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: _____

Please make cheques payable to: **TR Register Wessex Group**

Send to: Tony Alderton, 9 Coppice Close, St. Ives, Ringwood, BH24 2LB

E-mail: tonycd.alderon@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.	8.50
		Size: S=8, M=10/12, L=14, XL=16	
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.	9.00
		Size: XS=35", S=37", M=39", L=42", XL=44", 2XL=46".	
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.	12.50
		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".	
Sweatshirt Classic 80/20	SS20 0	Black, Bottle Green, Burgundy, Deep Navy, Light Grey, Navy, Red, Royal Blue, Sky Blue, Yellow, White.	18.00
		Size: S=36/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	
Full zip fleece	SS52 8	Black, Bottle Green, Deep Navy, Red, Royal Blue, Smoke.	29.00
		Size: S=35/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	