



# WESSEX NEWS

*Preserving the marque in Hampshire*

## Classical Rambling

In the end the house move alluded to last month went off rather well despite a purchase falling through. The end result was a rental property with a barn large enough to accommodate a far greater number of vehicles than I can stretch to. The trouble is you can get used to things, so looking ahead the humble double garage seems to be rather small....

Although Spring has sprung, just as I think the weather is going to be warm and dry, cold and wet winds whip in from some corner of the globe, so TR action has been somewhat limited. There has however been the opportunity to prepare for what will hopefully be a decent summer.

The project of the moment is making an elasticated cover. I am in the extremely fortunate position of having a willing and tolerant wife, who not only puts up with my obsessions but is also prepared to wheel out her sewing machine in order to run up a bespoke car cover. All I've had to do is find the right length and colour of material and her skills will do the rest. I think the TR will definitely benefit from a cover that actually protects all the panels rather than some less so than others.

**James**

### This month's highlights

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## A word from our leader



Hi everybody,

I'm sure many of you know Jim Pullen, deputy group leader and member of the social committee. It is with regret that I have to tell you that he has resigned from his DGL role and from the social committee. His resignation is for all the right reasons and well understood mainly to develop his nonTR interests, and it seems he will be in France for a lot of his time. I will miss him but hopefully we shall see him at future meetings, club nights and runs.

March has been a mixed bag. The monthly run to the Osborne View was on a very cold, grey Sunday and the turnout was understandably down. However Phil and a very cold Val Webb seemed to enjoy it. We must do it again when the weather is a wee bit warmer.

Club night with Michael Eatough was an excellent and informative talk about his experiences with the Trans Am last year. You missed a treat if you weren't there (which unfortunately included me). Many thanks Michael.

Adrian and I have been busy getting the TR4A ready for the 8<sup>th</sup> running of the Credit Crunch Special, a three day event based in Cardiff starting next Friday 22<sup>nd</sup> and finishing Monday. It seems to be fairly relaxed and I hope to say more about it in next month's newsletter. One thing I need to do is to increase my mileage restriction on the car insurance. It is due next month, I had thought I had enough miles that would take me through to renewal without needing to increase it.

I have been thinking, which is always a dangerous preoccupation for me, about our relationship with our TRs and how it differs from your everyday car.

I can't remember the last time I opened the bonnet on the BMW and other than putting fuel in it and occasionally checking the tyres it gets no tlc. Conversely the TR always demands some attention before going out, be it checking levels, attending to odd rattles or wondering why something is not working as it should. All this attention, patience and investment means you feel a certain bond to your classic car. It becomes important that it is well looked after - a bit like having a child or pet and is known as the Betty Crocker effect.

Don't forget Roy's quiz night on Tuesday 26<sup>th</sup> and there should be a page somewhere in the newsletter that provides more information on events between one and the next newsletter. Happy motoring and a warm welcome to new member Audas Vipas.

Ttfn

**Stuart**

## What a Mistake to Make



We have all made mistakes from time to time, it is all part of life and some are trivial and are of no consequence, some serious and others are simply inconvenient or expensive to rectify. It is human nature to hide mistakes and try and “sweep them under the carpet” but I have learned over the years, the best way to deal with mistakes and errors is simply to be open about them. Mistakes are lessons never to repeat again if that is possible, so I am writing about my recent mistake which hopefully will benefit others.

I have owned a 1960 Porsche 356B Super 90 Cabriolet for nearly twenty years, she was a bit of a basket case back then but I took a deep breath in 2000 and had her professionally restored to a high standard. It turned out to be a good investment as the value of the car has soared but more importantly I have enjoyed owning her.

She was imported into the UK from California in 1989, and was originally supplied when new through Competition Motors in Hollywood. I am mentioning this because that was the same dealership which sold a 356 Spyder to James Dean, the car he was killed in on his famous last drive to Salinas on 30<sup>th</sup> September 1955. The journey is the subject of many books and articles and quite fascinating. I am delighted to confirm at this point my mistake was nowhere close as serious as the one made by James Dean during that fateful day more than sixty years ago.

I have travelled throughout Europe in my 356 and I attend a European convention every year somewhere, and the car has driven many long distances and she has always brought me home safely. My next big trip all being well will be to Denmark leaving on the 3<sup>rd</sup> May.

My car had slept all winter in the garage under a thick car cover, attached to a CTEK charger, she has a manual fuel pump and after months of standing the fuel drains from the twin Solex Carburettors, and it is not easy to get the fuel through from the fuel tank at the front. I decided it was time to get her started so pushed the 356 outside and turned the ignition key; as normal the starter motor turned for a while and eventually she began to fire, and then cough into life. The fuel probably a little stale eventually finds its way into the carbs and then she is running. These old air-cooled engines are always a little uneven to start with, the huge cooling fan is spreading cold air onto a cold engine. After 30 seconds or so the engine settles down into a steady beat. Time for a drive.

She pulled away and everything seemed to be working well after nearly five months of standing, I was delighted she was running so well. Incidentally this is quite normal, she winters well and once started remains on the button for normal cold starts. The sun was shining so I unfolded the roof, and all was well with the world as I drove through the New Forest.

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After 30 minutes or so I decided to buy some fuel, I pulled into a Shell garage to use VPower to give some extra boost to the perhaps stale fuel I had on-board. I found the pump and bought 30 litres and off I went. Two miles later the car was running very badly, lots of smoke and backfires. It was hard to stop as the road was narrow but eventually I pulled in at the side of a cattle grid. I was mortified, what had gone wrong?

By this time it was late Easter Saturday afternoon, and I was stuck. I did not want to abandon my lovely Porsche 356 on the side of the road and thought about telephoning the break down service. Instead I telephoned my friend Nigel (thank God for mobile phones) and thankfully he answered. I started by saying "This is a trick question - where are you?". Thankfully he was close by and kindly offered to help. Nigel is handy with cars and owns a Jeep with a tow bar. Ten minutes later he arrived to the rescue, the sight of the deep blue Jeep was quite heart-warming.

By this time I was deep in thought checking the car and wondering what had gone wrong. I thought to myself, all was well the car was running perfectly, I stopped took on 30 litres of VPower and then I had problems. The sad truth dawned on me, the feeling you get when you lock your keys in the car, or make a stupid mistake. I pulled the receipt from my wallet and it read "DSL VPower".

That was it. I had put 30 litres of diesel into my Porsche 356, how on earth did I do that? The answer is I have no idea at all. I simply filled my tank and thought no more about it, I was so upset it cost me two night's sleep; I simply could not forgive myself.

Nigel towed me to another friend who is a 356 specialist and thankfully we had access to his workshop where the car was left. After Easter the fuel was drained, oil changed, new plugs, filters, rubber diaphragm in the fuel pump, carburettors cleaned. Thankfully there was no lasting damage and I collected my beloved car a few days later.

I have to say I still feel incredibly foolish, I went back to the garage to look at the pumps, to see how I managed such a mistake. The answer was plain to see, the VPower diesel and petrol are next to each other with identical red VPower labels, and one said petrol the other diesel. For whatever reason I just picked up the wrong one.

So after a considerable bill, and a lot of worry and inconvenience all was well in the end. My thanks to Nigel (who I owe a posh lunch to) and Jon my 356 specialist. My car is back to normal.

I thought I would be brave and share this mistake with anyone who cares to read what I have written and to swallow my dented pride. So next time you are at the pumps be careful and check before filling, in particular when using VPower fuel, the pumps are side by side and look remarkably similar.

My mistake was serious, but by comparison nothing to the one made by James Dean back in 1955. I am off to Denmark early May, so this experience serves as a warning. Imagine making that mistake many miles from home in Europe now that would be a mistake.



## The 2016 Duck Race



After the record turn-out for last year's special Duck Race (the 25th.), I was wondering if we would have as good an attendance this year, especially as I knew that a few of the stalwart supporters of the event were going to be away this time. I needn't have worried - we had 47 entries, all eager to win one of the coveted trophies. Each year, it amazes and amuses me that so many people turn out for what is, really, a bit of silly nonsense but it's been capturing the spirit of the Wessex clan now for over a quarter of a century. And, of course, it's a great family event - we now have third generation entrants, carrying on the tradition. Having said that, there is something perhaps peculiarly British and eccentric about a bunch of people, striding across a windswept moor, clutching some brightly-coloured plastic ducks and returning, barely half an hour or so later but clearly having enjoyed some strange but uplifting experience!

As usual, I did a course inspection two days before the race and conditions seemed idyllic; the stream was running at a good pace and the ground was not too soft, despite all the rain that we'd had in the previous week or two. I cleared away some logjams in a few places, to give the ducks a fair chance, but unfortunately, there was one place where a massive dam had built up against one of the fallen trees and it was impossible to shift. This was about 100m short of our usual finishing line, so this year, I was obliged to move the metaphorical chequered flag further upstream and, to compensate for this a bit, I also started the race a few metres ahead of the usual start.



Yet, despite all my efforts at clearing the course, more logs had built up even in the two intervening days before the race. Selflessly sacrificing his commanding lead at that point, Neil James kindly waded in to clear the blockage, otherwise it would have been a very short race indeed!

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Anyway, I'm leaping ahead somewhat. As is often the case, we were blessed with fine weather and the race started off brilliantly ... except, it has to be reported, for one Mr. Chorley. Having gone to enormous effort to create a fantastic 'modified duck' for this year's race, Bill then inadvertently did some last-minute leak testing on his remote controller, by dropping the controller into the water, rather than the duck! The consequence of this was then, very sadly, it was race over for Bill. This left

the field clear for Neil James to win the Modified Class for the second year running, with his new, all black creation, which has already been nicknamed "gimp-duck". Neil had also clearly put in a great effort to get this new duck ready in time and it did finish, under its own power, which is a definite leap forward in engineering achievement since last year! However, his duck still preferred to go round in circles from time to time, so I suspect that Neil will be improving the rudder even more for next year. Nevertheless, a worthy winner.

This year, the vast majority of entrants were in the Standard Class, and I'm very pleased that the lead kept changing, in true, traditional style. For much of the race, the field was closely bunched which made it hard to predict which one would win. My sister Emma's ducks have never actually won but this year's came close by leading at one point, only to end up mid-field by the end. Also, previous strong performers from the Wilson and Warrington design houses were just pipped this time. However, I'm particularly pleased for the eventual winner, who was Andrew Mitchell. If you were at last year's race, you will recall that Andrew ended up covered in mud, so perhaps it is a just reward that his duck triumphed on this occasion, with a clear lead at the end.



Next year, Andrew says he's going for the Best Dressed Duck prize but I think he'll have some strong competition. This year, the prize went to Piper Reynolds, who was also carrying a brilliant duck umbrella. The duck was superb, although it clearly wouldn't have survived very long in the water! We felt that the Lyle family once again put in a sterling effort and it was hard to choose a winner for the Best Creation but we thought that Francesca just pipped the other contenders for the prize - well done.

I have to confess my extreme disappointment that no-one actually fell in this year, which is most unusual. Nevertheless, two young ladies managed to get their wellies filled with water and were thoroughly deserving of a prize, I felt, for entering so wholeheartedly into the spirit of the occasion.

Finally, it has to be said that what will make this year's event memorable was our four-legged "assistants", especially Chester, the retriever belonging to John, Kathryn and Annie Lee. What are retrievers bred to do? Well retrieve of course. It was so funny to see the dogs leap into the water, gather up a duck and race off down the course - or back up again ... but maybe not so amusing for the poor competitors whose ducks were taking this little detour! Now I can see how a specially-trained dog in these circumstances could be used as a secret weapon, so I'm thinking that perhaps I'll have to devise a new rule for next year - what do you reckon?



I should like to express my enormous thanks to everyone who took part. Many of you turn up every year, which I appreciate greatly, it's what makes the event a success and so much fun. Also, I'd like to say a big thank you to Sue Chorley for the all-important scrutineering and for retrieving the ducks at the finishing line - and to everyone else who helped to rescue any stranded ducks en route and keep them all pointing in roughly the right direction. In this respect, a special note of gratitude must be made to Geoff Glover, who once again went the extra mile by donning his waders for the occasion. I'm sure you'll all be pleased to know that, through everyone's sterling efforts, all ducks made it this year across the finishing line.

So, well done to the winners, better luck next year to the non-winners and let's hope for another fine day's racing.

The prize-winners were:

Standard Class (Duck d'Or trophy): Andrew Mitchell

Modified Class (duck wall plaque): Neil James

Best Dressed Duck (duck laundry basket): Piper Reynolds

Best Creation (duck adorned bucket): Francesca Lyle

Last position (chequered flag duck tape): Izzy Chorley

Special prizes for drying out their wellies (duck sponges): Jessica and Kacey

Special prize for cleaning his remote controller (duck hand mitt): Bill Chorley



## My Glass is Always Full



During an Endurance Rally part of the pleasure of taking part definitely rests with the people you meet who often come from all over the world. It puts you into contact with people who in normal circumstances you would never come into contact with.

During the last Trans Am endurance event there were many interesting people, and one entrant called Hok Kiang Sia (call me Sia) and his son Eric stand out. Sia a softly spoken Malaysian had a magnetic personality, and a wonderful but difficult car.

Sia who lives in Singapore entered a lovely 1934 Rolls Royce Phantom Two, and he was accompanied by his son Eric. I feel sure this particular Rolls Royce was the hardest car to drive on the entire event. It is not big - it is huge, and whilst it had been well prepared back in Singapore it was in a very original specification.

In a lovely ivory cream colour, the car looked splendid and was a big crowd puller especially in the more remote areas of Canada and the USA. You don't see many of these in Wyoming I can safely tell you. Sia, a tiny Malaysian, had to drive this car circa 7,500 miles across all conditions. He also had to keep the beast running.

Sia a small but determined man had an important saying, "My Glass is Always Full", an expression he lived by. He is a supreme optimist and highly successful businessman. So when I often met him at breakfast time I would start our conversation by saying "My Glass is Always Full". He would then repeat the message and the day would start.

The Rolls is enormous, the crew quite small and make no mistake this car demands strength to drive. No power steering here, just one enormous steering wheel and lots of elbow strength will do the job. The dimensions of the car were quite awesome making the entire exercise of driving up to 12 hours a day over every condition you can imagine quite exhausting. In fact this Rolls Royce was designed back in the day to be driven by a chauffeur and probably for relatively short distances, or along long straight roads - it was one hell of a beast.

There are few people who have a truly magnetic personality, and Sia is such a person. I remember one day somewhere in South Dakota something quite major broke on the rear suspension of his Rolls. It was lunch time and we were near a small "One Horse Town" and Sia found a little garage with a sign on the door saying "gone to lunch will be back when I feel like it". A very sleepy small town where nothing much would happen.

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Sia not to be outdone is frantically asking questions tracking down the owner who eventually comes to the rescue - a big man wearing a big hat disturbed from his long lunch and not too happy. Suddenly he sees the magnificent Rolls Royce Phantom Two and he cannot believe what he is seeing. Two small Malaysian gentlemen and a car of proportions which makes everything else seem petite. You could probably work in South Dakota for an eternity before that circumstance would repeat itself.



The frown from the garage owner quickly turned into a massive smile and then true country hospitality was offered. From nowhere people seemed to appear: coffee, soft drinks, beer, burgers, chips, sandwiches were brought. Sia smiling was already best friends with the garage guy who knew what to do. The rear suspension was pulled apart and welded, and two hours later the big Rolls Royce was on her way. Sia, a very generous man, left a big tip and everyone was happy and the old car pulled away with two hours behind a schedule it would never make up.

At the end of each day Sia had strained shoulders, sore elbows, and looked drained from many hours behind the wheel of the Rolls Royce. He was always determined and supremely optimistic he would reach San Francisco. I realised that my old Mercedes Fintail was a pussycat in comparison.

Sia and his Rolls Royce travelled over every mile we did, she did struggle a little climbing the Rocky Mountains as the heat of Reno Nevada was a lot to bear, but the car made San Francisco and all in one piece, helped occasionally by the back-up crew who seem to be able to mend anything and of course our new friend in South Dakota.

I learned Sia is the Chairman and Managing Director of Malaco Mining, a successful mining company which owns mines in Malaysia and Australia. He is a graduate of the University of Malaysia in Applied Geology and a gifted businessman even owning two mines in Australia. His speciality is being able to extract Rare Earth Metals.

A geologist probably needs to have the admirable philosophy of “my glass is always full” if you happen to depend on searching for rare minerals or driving very large Rolls Royce Phantom Two’s across continents.



**Michael Eatough**

TR Wessex Group  
Run  
Sunday May 15<sup>th</sup>  
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 | <b>Driving Directions from Avon Heath Country Park to Morton Gardens DT2 8RG – probably worth printing these off!</b>  |
|----------------|---------------------|--|
| <b>0.0</b>     | <b>In</b>           | From Avon Heath Country Park drive back towards <b>A31</b>   |
| <b>0.5</b>     | <b>0.9</b>          | @ <b>RAB</b> take <b>2<sup>nd</sup> Exit</b> in to Woolsbridge Road  |
| <b>1.4</b>     | <b>2.1</b>          | @ <b>TJ TL</b> on to Horton Road/Ringwood Road   |
| <b>3.5</b>     | <b>0.1</b>          | @ Three Legged Cross <b>RAB</b> take <b>1<sup>st</sup> Exit</b> - <b>SP</b> W. Moors, Ferndown & Horton  |
| <b>3.6</b>     | <b>0.1</b>          | @ <b>RAB</b> take <b>2<sup>nd</sup> Exit</b> - <b>SP</b> Horton  |
| <b>3.7</b>     | <b>3.2</b>          | Take next <b>Left</b> in to Holt Road – <b>SP</b> Lower Mannington, Row & Holt   |
| <b>6.9</b>     | <b>2.1</b>          | @ <b>TJ TL</b> on to Holt Lane – <b>SP</b> Holt & Wimborne Minster   |
| <b>9.0</b>     | <b>0.7</b>          | @ Furzehill <b>TJ TL</b> on to <b>B3078</b> – <b>SP</b> Wimborne   |
| <b>9.7</b>     | <b>0.4</b>          | @ <b>TrL TR</b> in to Stone Lane - <b>SP</b> Hospital & Other Routes   |
| <b>10.1</b>    | <b>5.0</b>          | @ <b>TrL TR</b> on to <b>B3082</b> - <b>SP</b> Tarrant Keyneston & Blandford   |
| <b>15.1</b>    | <b>1.2</b>          | @ Tarrant Keyneston + <b>TL</b> - <b>SP</b> Tarrant Crawford   |
| <b>16.3</b>    | <b>2.2</b>          | @ staggered + <b>TR</b> - (no SP)  |
| <b>18.5</b>    | <b>0.4</b>          | @ <b>TJ TL</b> on to <b>A354</b> (no SP)   |
| <b>18.9</b>    | <b>0.1</b>          | @ <b>RAB</b> take <b>3<sup>rd</sup> Exit</b> - <b>SP</b> Blandford & Blandford St. Mary  |
| <b>19.0</b>    | <b>0.3</b>          | @ <b>RAB</b> take <b>2<sup>nd</sup> Exit</b> on to Bournemouth Road - <b>SP</b> Blandford  |
| <b>19.3</b>    | <b>0.1</b>          | @ Blandford St. Mary <b>RAB</b> take <b>1<sup>st</sup> Exit</b> in to West Street (no SP)  |
| <b>19.4</b>    | <b>3.8</b>          | @ next Junction on right, fork <b>Right</b> <u>taking the 2<sup>nd</sup> road</u> , Fair Mile Road - <b>SP</b> Winterborne Stickland   |
| <b>23.2</b>    | <b>0.3</b>          | @ <b>TJ TL</b> on to North Street - <b>SP</b> Stickland, W-Houghton, Whitechurch & Milton Abbas  |
| <b>23.5</b>    | <b>2.5</b>          | Pass the Crown Pub on left & then take <b>2<sup>nd</sup> Right</b> , crossing West Street in to Dunbury Lane pass village school on left - <b>SP</b> Milton Abbas, Hilton & Milborne St. Andrew  |
| <b>26.0</b>    | <b>3.1</b>          | @ small grass triangle on right <b>TR</b> - <b>SP</b> Hilton, Milborne St. Andrew & Milton Abbey   |
| <b>29.1</b>    | <b>0.4</b>          | @ Milborne St. Andrew <b>TL</b> on to <b>A354</b> - <b>SP</b> Blandford, Winterbourne & Whitechurch. Then almost immediately take next <b>Right</b> in to The Causeway - <b>SP</b> Village Hall  |
| <b>29.5</b>    | <b>5.1</b>          | @ + <b>TR</b> in to Lane End (no SP). In 1.7 miles continue under A35 on to <b>B3390</b> - <b>SP</b> Warmwell, Crossways, Affpuddle & Briantspuddle. Pass Wessex Trailers on right, over bridge. |
| <b>34.6</b>    | <b>0.8</b>          | Take next <b>Left</b> in to Hurst Road - <b>SP</b> Moreton & Wool  |
| <b>35.4</b>    | <b>0.1</b>          | @ <b>TJ TL</b> (no SP)   |
| <b>35.5</b>    | <b>0.1</b>          | @ Moreton Tea Rooms on left follow the road round to the right and then take first right up track to Car Park - <b>SP</b> Moreton Gardens, Dovecote Farm Shop & Café. <b>You have arrived.</b>   |

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

## An Easter outing



Good Friday arrived in a blaze of early Spring sunshine and seeing that my planned journey North of Oxford had no particular schedule, it seemed like the ideal opportunity to give the 6 its first real outing of 2016.

There are two ways to head into Buckinghamshire from Stonehenge; along the A303 and up the A34 – boring but normally reasonably rapid - or cross country taking in Tidworth, Wexcombe, Hungerford, Wantage and finally Oxford. This is not only a superb driving route, taking in splendid views and sweeping corners but also very nostalgic as it was our family route to Devon before the advent of motorways.



Back then an average speed of 40mph was going some and pub sign games keep us entertained despite slow progress. A particularly long hill out of Wantage on the A338 is enshrined in family legend as ‘Panhard Hill’; my father’s rare right hand drive PL17 when fully laden needed a run up to have any hope of a decent ascent – any form of obstruction was the precursor of much vocal angst! But I digress....

The journey out was worth the detour with the sort of traffic that makes driving a pleasure but on the way back, dreaded holiday traffic was building up for the trek west. Around the M40 at Bicester things began to get fraught with a long, hot hold up accompanied by a loss of power and then a ‘failure to proceed’. I pulled in and lifted the bonnet to see if a cooling off period –for the car and me - would solve things. Whilst waiting a Jag pulled into the lay by; it was driven by a Stag owner who had seen my bonnet up driving the other way, had doubled back and came to see if I was alright, which was really impressive. After about 45 minutes resting we were up and running again.

So, what was the cause? It seems from blogs that the finger of blame should be pointed firmly at the electrics, but I would be interested in opinions on this before I get stuck into trying to resolve matters. I think my 6 runs a bit rich and it certainly has a habit when hot of running less than cleanly at low revs...

Fortunately enjoyment was not greatly impaired and after a cool down the run back was impressively smooth – but it would be good to find a solution to the problem.

## Diary of Events 2016

| Month 2016                          | Event                             | Location / Details   |
|-------------------------------------|-----------------------------------|--|
| <b>April 24<sup>th</sup></b>        |                                   | Drive it day   |
| 26 <sup>th</sup>                    | Roy's Quiz Night                  | The Nondescripts Club <b>from 8.00pm</b>   |
| <b>May 8<sup>th</sup></b>           |                                   | Basingstoke Festival of Transport  |
| 15 <sup>th</sup>                    | Club Run                          | The Dovecot Farmshop and café Dorchester, DT2 8RG 07786 444378 Meet at Avon Heath – details pages 9 & 10.  |
| 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> from 7.30pm   |
| <b>June 12<sup>th</sup></b>         | Club Run                          | details to follow  |
| 18 <sup>th</sup> / 19 <sup>th</sup> |                                   | Vectis Historic Car Club, Cowes, Isle of Wight; further details from Stuart Thompson.  |
| 28 <sup>th</sup>                    |                                   | Pride of Ownership   |
| <b>July 3rd</b><br>Date changed     | 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>  |
| <b>August 23<sup>rd</sup></b>       | Club Night                        | Natter and Noggin, The Nondescripts Club <b>8.00pm</b>   |
| <b>September 11<sup>th</sup></b>    | Club Run                          | Concorde Classic at the Concorde club in Eastleigh   |
| 17 <sup>th</sup> – 18 <sup>th</sup> |                                   | International Classic Car show - Isle of Wight - Newport Quay and Ryde Esplande  |
| 20 <sup>th</sup>                    | Club Night                        | The BBQ – The Nondescripts Club, Lyndhurst <b>8.00pm</b>   |
| 25 <sup>th</sup>                    |                                   | Jaguar Car Club event – details to follow  |
| <b>October 9<sup>th</sup></b>       | Club Run                          | Details to follow  |
| 25 <sup>th</sup>                    | Club Night                        | Visit to Roach Manufacturing – details to follow   |
| <b>November 22<sup>nd</sup></b>     | 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.**

Runs,  
meetings and  
other bits and  
pieces



The following is a bit more information about Wessex TR events up to the next newsletter.

April 26<sup>th</sup> – We have Roy’s Quiz night at the Nondescripts club. I’m sure it will be as challenging as other years. Starting from around 8pm onwards.

No run this month – as the New Forest run would have taken place on April 17<sup>th</sup> and entries are on an individual basis. No club involvement.

May 15<sup>th</sup> – This is the run organised by Tony Alderton and the route details can be found on pages 10 and 11. The start point is the Avon Heath Country Park, Ringwood, BH24 2DH, just off the A31 at 2:30pm.

May 24<sup>th</sup> – This is our annual away club night and this year we will be at the Sir Walter Tyrell, Lyndhurst, SO43 7HD between Bramshaw and A31. This is a chance to drive your car and enjoy a pint in a different venue. Just had a look at the website for food options and they are still showing the festive choices!! From 7:30pm onwards.

A heads up for two events in September - it sounds a long way off but they well worth putting in the diary and they are :-

September 11<sup>th</sup> Sunday – Concorde Classic at the Concorde club in Eastleigh. It used to be a regular for us but we missed it last year. We won’t this year as it is a very good day out.

September 25<sup>th</sup> Sunday – we have been asked if we could meet up with a Jaguar car club and the committee is currently working on arranging it.

**Stuart**

## 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 its 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 28<sup>th</sup> 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**



## 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                                    |
|-------|-----------------------------------|---|--|
| April | 24 <sup>th</sup>                  | DRIVE IT DAY  |  |
|       | 24 <sup>th</sup>                  | Sunday Scramble Bicester Heritage OX26<br>5HA £5 per person 9am – 4pm | bicesterheritage.co.uk                     |
|       | 28 <sup>th</sup>                  | Bordon Classic Vehicle Meet   | Ron – 01420 488019                         |
|       | 30 <sup>th</sup>                  | Magnificent Motors Eastbourne   | www.visiteastbourne.com/magnificent-motors |
| May   | 1 <sup>st</sup>                   | Haynes Breakfast Club   | www.haynesmotormuseum.com                  |
|       | 6 <sup>th</sup> – 8 <sup>th</sup> | The London Motor Show   | www.thelondonmotorshow.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](mailto:simon@thedepartureloungecafe.co.uk) or call 01420 80111.

## Classic Car Tours 2016



Classic Car Weekly a couple of weeks ago ran a feature on 40 great tours – the pick of classic adventures. I have included a selection from the paper and with a bit of research you can probably source a further selection online.

If you do take the plunge on any of these or others, you know what you have to do – take photographs, write words and email to me!

**James**

| Month         | Date                                | Event   | Contact  |
|---------------|-------------------------------------|---|--|
| May           | 8 <sup>th</sup> – 12 <sup>th</sup>  | Causeway Coastal Route - £399 pp – a trip to Ireland incl ferry / accommodation | <a href="http://www.sceniccartours.com">www.sceniccartours.com</a>             |
| June          | 5 <sup>th</sup>                     | London to Brighton - £95 for driver and navigator                               | <a href="http://www.classicmotorevents.co.uk">www.classicmotorevents.co.uk</a> |
| June          | 13 <sup>th</sup> – 27 <sup>th</sup> | Summer Trial – From £1195 for two   | <a href="http://www.heroevents.eu">www.heroevents.eu</a>                       |
| July / August | 31 <sup>st</sup> – 4 <sup>th</sup>  | High Roads Tour - £1499 per car   | <a href="http://www.cctmk.co.uk">www.cctmk.co.uk</a>                           |
| September     | 16 <sup>th</sup> – 27 <sup>th</sup> | Holiday Tour to Northern Spain - £1999 for two                                  | <a href="http://www.merlinevents.com">www.merlinevents.com</a>                 |
| October       | 8 <sup>th</sup>                     | Modern Classics Rally - £150 driver / £75 passenger                             | <a href="http://www.greatscapecars.co.uk">www.greatscapecars.co.uk</a>         |

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](mailto: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 |
| 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: **TR Register Wessex Group** **Total**

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<br>8 | Black, Bottle Green, Bright Royal Blue, Classic Red, French Navy, Light Grey, Natural, White.   | 8.50    |
| The favourite T shirt<br><b>(female)</b>  | BE07<br>6 | Mid Grey, Berry (Raspberry), Black, Chocolate, Coral, Dark Grey, Maroon, Navy, Light Orange, Red, Light Blue, Purple, Royal Blue, White, Light Yellow.<br><br>Size: S=8, M=10/12, L=14, XL=16   | 8.50    |
| Jersey crew neck T shirt<br><b>(male)</b> | CV00<br>1 | Aqua, Mid Grey, Light Grey, Black, Red, Deep Teal, Olive, Evergreen, Maroon, Navy, Purple, Light Teal, White, Orange.<br><br>Size: XS=35", S=37", M=39", L=42", XL=44", 2XL=46".  | 9.00    |
| Short sleeve polo shirt                   | BA30<br>6 | Anthracite, Black, Light Blue, Bottle Green, Light Grey, Navy, Purple, Orange, Red, Royal Blue, Sand, White, Light Green, Brown, Yellow.<br><br>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<br>0 | Black, Bottle Green, Burgundy, Deep Navy, Light Grey, Navy, Red, Royal Blue, Sky Blue, Yellow, White.<br><br>Size: S=36/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".   | 18.00   |
| Full zip fleece                           | SS52<br>8 | Black, Bottle Green, Deep Navy, Red, Royal Blue, Smoke.<br><br>Size: S=35/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".   | 29.00   |