



# WESSEX NEWS

*Preserving the marque in Hampshire*

## Classical Rambling

Lots of news about up and coming events this month – we must believe the summer is upon us! Every time the sun has shone recently I have found myself having to ‘drive to a schedule’ which is most tiresome, as TRing involves a degree of flexibility about actual departure and arrival times.

As part of my research into the classic car market – well it’s an excuse – I invested in the Octane Classic Car Price Guide, and jolly interesting it is too. There are so many rare and interesting post-war cars out there to discover and potentially buy at reasonable prices – Armstrong Siddeleys, DKW’s, rare BMW’s and many more; it’s a fertile playground for the imagination. As far as Triumphs go prices are very definitely rising quite fast and that brings with it a double edge; will decent cars be priced out of usage into collections and will poorly maintained but pretty cars be sold on the bodge?

More than ever, the necessity of having someone in the know able to advise and assist on purchase is paramount. I had an email from someone interested in a 6, seeking advice about how to find a bargain; I wish I could have helped, but they are few and far between.

**James**

### This month’s highlights

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## A word from our leader

Hi everybody,

And welcome to the May edition of the Wessex Newsletter.

The weather since the last newsletter has been mixed but there have been plenty of opportunities to get out and about with the TR. The New Forest run was well attended as usual and the weather was very clement. Even Jim Pullen's Freda behaved herself for once and got him there and back safely.

At the beginning of the year Roy Clough recommended a number of car tours/rallies and we did include details and entry forms in the newsletter, one of which was the strangely named '8<sup>th</sup> Credit Crunch Special' in South Wales centred on Cardiff which looked interesting! It was very affordable with four star accommodation and as it turned out very good food. So Adrian and I decided to give it go, and took part over the weekend of April 22<sup>nd</sup> to 24<sup>th</sup>. The drive up was fine until we got on to the M4 at Chippenham and the heavens opened, but we had working wipers!

Unfortunately at 4pm on a Friday afternoon the M4 turns into a bypass around Bristol and Cardiff.

We eventually made it to the Vale Golf Hotel in one piece together with 69 other assorted classics. Saturday we all drove into Cardiff and parked up on the "barrage" and had the excitement of going on the road train into the centre of the city. Plenty to see from the castle to the Doctor Who exhibition! The speed limit onto and off the barrage was 10 miles an hour and when we got back to our cars late afternoon I think we all had a "friendly" speeding ticket under our wipers. It is very difficult driving at 10 mph and still looking where you are going! On Sunday we drove out to go around St Fagans, an open air museum, before a run up one of the Welsh valleys to the Big Pit at Brynmawr and Aberfan on the way back.

I enjoyed the weekend very much, it was a bit like a car tour that Saga would run and most of the people there seemed to be of a certain age and knew each other from past car tours. I think Adrian and I were one of the few newbies as nearly everyone else had been on lots of Country Lane Tours.



I did hear lots of stories about daring does on some of the longer tours. This was well illustrated by the driver of the only other TR on the rally - a very nice TR4 from the Isle of Man. The owner was aged 90 and had brought his daughter along to help with the driving. He was also finding the steering very heavy at slow speeds and to enable him to continue driving his TR he was having power steering fitted, which he had designed! Amazing and I'm sure he was not the only driver of a classic car that was much younger than himself. Hopefully the weather will be kind to us for our club night away to the Sir Walter Tyrell on the 24<sup>th</sup>. Next month's club night is the usual clean car competition, now known as Pride of Ownership with the rejigged assessment taking into account the use made of the TR.

Finally and by no means least I would like to welcome three new members, Steven Jones, Dan Rivers and Sheridan Easton. I hope they manage to get along to one of our meetings.

Ttfn

Stuart

## Technicalities Number Three



Recently I have struggled to get the twin exhaust pipes level. There is nothing more annoying than to have one rear silencer box lower than the other. This happened because I fitted a new gearbox rubber mount - the old one was sodden in oil and very spongy. The mount lifted the back of the engine higher and when I coupled up the exhaust system the whole thing was twisted. The end of the `Y` pipe is turned up at a strange angle. So I bought a stainless steel flexible exhaust couple off Ebay, chopped off the end of the pipe and clamped on the new piece. I fitted the whole thing and it works very well.



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Another little job on the 4a was to repair damage to the `H` section on the interior. From the photo you can see that the vinyl after 50yrs has split and some of the foam backing had fallen away. Whilst I was wondering what to do I noticed on Ebay that for £50 you could buy a leather cover that would go over the `H` section and included a leather gearstick cover. You can see the finished result and very pleasing it looks.



When you are doing an engine rebuild I like to think about how to improve things and make my life easier. One problem that popped up was the thermostat housing. The inside had dissolved away because the antifreeze has lost all its protective properties and attacked the aluminium. I had forgotten to change the solution and it was in the engine for at least 3 years. I fitted a 2<sup>nd</sup> hand thermostat housing and since I had just rebuilt the engine I thought it was a good time to change to a waterless coolant instead of antifreeze. You need to have a nice and tight coolant system because the liquid finds every gap around the hoses and pipes. It is expensive so do not let it leak away. I did not buy the coolant flush to remove any water in the engine because of the engine strip down. The inside of the engine was bone dry. So far it is working very well. I do not need to worry about freezing conditions because no water is in the engine, also it boils at 180 and I have had no problem with the engine getting too hot.



**Adrian Thompson**

## June Run

Unfortunately, the June run has had to be put back a week to the **19<sup>th</sup> June**. The good news is that we are going to Mottisfont Abbey, world famous for its collection



of roses, which should be in full bloom at the time of our visit. In addition to seeing the roses, the house (converted from the old priory) is well worth a visit and there are conducted walks in the grounds, through which

runs the Abbey Stream, a man-made channel off the famous River Test.

The Priory was dissolved by Henry VIII, and has been in private hands ever since until 1957 when gifted to the National Trust, although the then occupant, Maud Russell, continued to live there until 1972. It is probably most renowned for its roses. For the medieval canons, roses were sacred symbols. In the 1970's Graham Stuart Thomas, an expert on old roses, saved rare and beautiful blooms from extinction and created the walled rose garden for which Mottisfont is renowned. These should be in full bloom at the time of our visit, presenting a beautiful display.

The house is open to the public as well, and contains a large gallery, which during our visit will feature an exhibition of works by famous twentieth-century artists, part of a major private collection on loan from Southampton City Art Gallery, and including works by Henry Moore, Graham Sutherland, Stanley Spencer, Gillian Ayres and David Hockney.

There are two cafes and two kiosks. The Old Kitchen in the house serves a full range of hot meals, cakes and drinks; the Coach House Café serves light lunches (soup, stew, hot and cold and sandwiches, cakes etc) with seating inside and out; the Walled Garden Kiosk also provides drinks, sandwiches, cakes and ice cream, again with outside seating; and there an ice cream kiosk in the Stables.

The extensive grounds are fully open to the public, so even if one has been before there is still plenty to explore, such as the Fishing Hut, the stables and the font, from which gushes a thousand year old spring of pure water. One can picnic in the grounds if so inclined, rather than using the cafes. Conducted walks in the grounds are available through prior arrangement with Mottisfont ([www.nationaltrust.org.uk/mottisfont](http://www.nationaltrust.org.uk/mottisfont)) but have to be booked a minimum of two weeks in advance, and are likely to be very popular in June, so if interested the earlier one books the better.

Arrangements have been made for Wessex TR to attend as a group for admission purposes, which means that if we get 15 or more people going admission is just £11 per head, rather than £14.50 as charged to the general public. If you are a National Trust member, don't forget to bring your membership card as your entry will be free as usual. One condition is that we arrive at the entrance to the gardens at 12.00 for a group admission. Assuming at least 15 come on the run, Geoff Glover will collect £11 from each attendee and pay, and provide you with a ticket each. The tickets are valid for the rest of the day, so if anyone fancies a walk to the nearest pub one can get back into Mottisfont again afterwards.

Reserved car parking has been requested but is not yet confirmed. However, if we arrive in convoy this should not be important.

The visit will be preceded by a sort run. To this end, we shall leave Ower Services at 10.45, with the aim of entering the car park at Mottisfont not later than 11 .45.

TR Wessex Group  
Runs  
Meetings, etc



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

**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. 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.

**June 19<sup>th</sup>** - the June run – see page 5 - is going to take us to Mottisfont, just North of Romsey and the walled rose garden is something special. The run will leave Ower to arrive at Mottisfont at 12 Noon. If members of the National Trust don't forget your cards. (This run has been put back from 12<sup>th</sup> June).

**June 28<sup>th</sup>** – this is the annual clean car competition as was, now renamed pride of ownership with an all new marking system. BBQ will be fired up as usual at IBM Hursley from 7:30 onwards.

**July 3<sup>rd</sup>** – this is the July run, very early in the month and the run is planned to take us to the lavender fields near Alton. I'm beginning to see a flowery theme here, roses in June and lavender in July.

**16th July** - The Fordingbridge Summer Festival. There is a very popular Classic and Vintage Car section, which many local members have attended over the years.

Information and entry forms can be obtained through the website: [www.fordingbridgesummerfestival.org.uk](http://www.fordingbridgesummerfestival.org.uk) or by contacting John Oram  
email: [johnoram757@btinternet.com](mailto:johnoram757@btinternet.com)

Our club nights are always on the 4<sup>th</sup> Tuesday of the month! Not any more as we have had to bring the invited car club night in July forward by one week due to a serious clash of events at IBM Hursley. **July club night is now on Tuesday 19<sup>th</sup> July from 7pm onwards.**

I think I now need to go and lie down with all these exciting changes.

Stuart



## Ferndown Classic Car Show

We are pleased that Ferndown is holding another Classic Car Show this summer as part of the Rotary Club of Ferndown's Fete on the Field 2016 fun day out.

There is going to be a full programme of events throughout the day likely to include a variety of musical acts and dancing, a Dog Show, children's rides and magician, birds of prey, market and food and drink stalls and much more, all combining to give you, your family and friends a real fun day out. It also provides the finishing line for a 10k, a 5K and a shorter run around rural Ferndown.

To show your car is free if you register in advance. An optional commemorative plaque will be available at £2 each. Or turn up on the day for £2 inc. plaque.

**Email me for Club Stand information.**

**Booking forms available from**

**[www.ferndownfoff.org](http://www.ferndownfoff.org)**

**or**

**[john@atlanticrealm.com](mailto:john@atlanticrealm.com)**

**01202 897 884**

**Come and join the fun!**

Continued...

We ask that all vehicles should be 20 years or more old, or be of special interest.

New this year is that it will be free to show your vehicle if you register in advance. If you wish to receive a special non-metallic commemorative plaque we ask a £2 donation. If you chose not to book in advance and to come on the day there will be a charge of £2 which would include a free commemorative plaque.

To enter see contact details on page 7

Return forms before 6<sup>th</sup> June 2016 to the address on the application form along with your payment.

Later applications may be accepted if space permits.

Please ask for availability of Club Stands.

Vehicles should arrive at the field via **Cherry Tree Grove** [follow signs to the Ferndown Leisure Centre] between 10am and 10.30am [Gates close at 10.30am] and remain on the field until 5pm.

For safety reasons there can be no vehicle movement at any other times.

- Ø For reasons of the safety of all field users all vehicles should arrive on the site before **10.30am** on Saturday 18<sup>th</sup> June 2016 and remain on the field until **5pm**. There will be no cavalcade this year.
- Ø Please arrive on the field via **Cherry Tree Grove, Ferndown, BH22 9EZ** and check in before proceeding across the grass.
- Ø All vehicles should be fully roadworthy, have a current MOT, be currently road licensed unless exempt, and be fully insured. Proof of these may be needed to be shown if requested.
- The driver must have a current full driver's licence valid in the UK.
- Ø Please observe a **5 MPH** speed limit on the field.
- Ø The organisers do not accept any liability for any loss or damage to any vehicle taking part in the show however caused.
- The Marshalls are there for your safety and that of other field users – please treat them with respect and follow their directions.
- The Marshalls and organisers reserve the right to order anyone to leave the field entirely if that person's behaviour is contrary to the spirit of the day.
- Ø If for any reason the Car Show is cancelled, the organisers regret that a refund cannot be made for the plaque.
- Ø For queries or club stand enquiries please either ring or e-Mail John Baxter at 01202 897884 or e-mail [john@atlanticrealm.com](mailto:john@atlanticrealm.com) website: [www.ferndownfoff.org](http://www.ferndownfoff.org)

## Ferndown Classic Car Show

Saturday 18<sup>th</sup> June 2016 - King George V Playing Fields

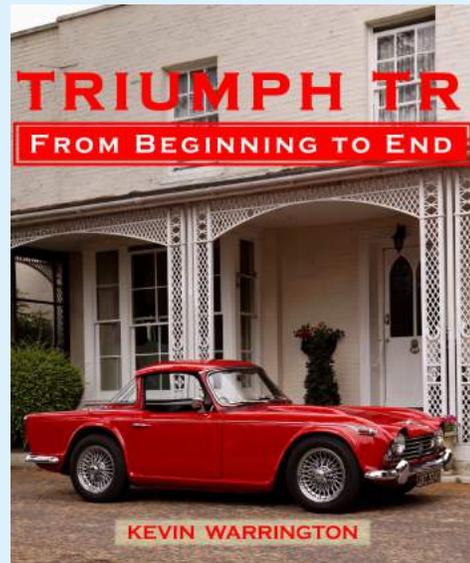
## Diary of Events 2016

Month 2016	Event	Location / Details
<b>May 24<sup>th</sup></b>	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 19<sup>th</sup></b>	Club Run	See page 5
<b>18<sup>th</sup> / 19<sup>th</sup></b>	Vectis Historic Car Club, Cowes, Isle of Wight; further details from Stuart Thompson.	
<b>28<sup>th</sup></b>	Pride of Ownership IBM Hursley – BBQ 7.30pm onwards	
<b>July 3<sup>rd</sup></b> Date changed	Club Run	The Lavender Fields, Alton – details to follow <a href="http://www.thelavenderfields.co.uk">http://www.thelavenderfields.co.uk</a>
<b>15<sup>th</sup> – 17<sup>th</sup></b>	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>
<b>16<sup>th</sup></b>	The Fordingbridge Summer Festival – see page 6.	
<b>19<sup>th</sup> – Date changed</b>	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
<b>17<sup>th</sup> – 18<sup>th</sup></b>	International Classic Car show - Isle of Wight - Newport Quay and Ryde Esplanade	
<b>20<sup>th</sup></b>	Club Night	The BBQ – The Nondescripts Club, Lyndhurst <b>8.00pm</b>
<b>25<sup>th</sup></b>	Jaguar Car Club event – details to follow	
<b>October 9<sup>th</sup></b>	Club Run	Details to follow
<b>25<sup>th</sup></b>	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.**

All in all, it's  
another book on  
TRs

*(with apologies to  
Pink Floyd)*



Most members will recall that for around 18 months or so I was the editor of TR Action. A few months after I stood down, I received an email from a large and well established publishing house. The gist of it was that they were revamping their “Complete Story” series and the oldest of that series covering TRs, written by Graham Robson, was now long out of print. Could I recommend someone who might be able to write a new book on the TR story?

My response was that Graham was the obvious choice, or Bill Piggott. It transpired that they were really looking for a new author and ideally one who could also use a camera to produce several hundred new photographs. At the time, I was doing a bit of freelance writing and photography for a few of the classic car titles and have been an avid photographer since I was bought my first Kodak 127 Brownie for my 7<sup>th</sup> birthday. I’d also written stuff professionally for my “real job” and thought “maybe I could do it”. I responded and asked if they would consider me. They asked for a few examples of stuff I had written, plus a couple of photographs, which were duly submitted.

Within nanoseconds, a sample contract arrived. I remain convinced to this day that one or two people put my name “in the frame”; one of whom denied vehemently that it was anything to do with him – and that was before I explained exactly what it was that I had been set up with! To make life more interesting, Ann and I were in the process of moving house. I’ve never really been a great believer in taking things easy.

The deal was simple: 50,000 words and around 200 pictures, the bulk of which to be new. With so much written on TRs over the years, it is incredibly hard to find new information without going into “rivet counting” and the idea was to produce a book that was both informative and readable. There was a budget for images and an advance against royalties that would cover my expenses. Well, in theory, it would.

And so, I set out on my mission to wear out a couple of keyboards! My bookshelves are already buckling under the weight of classic car books, nearly all on Triumphs and I have most copies of TR Action stored going back to when I first joined in January 2002, plus the CD copy of the first 200 issues. Permission was sought and granted to pillage the Register archives and visits to the archives at Beaulieu and Gaydon arranged. So with all the existing books, the Register archives and access to Gaydon, plus conversations with people who were involved in the day, it was possible to sort fact from fiction. Or, at least, I hope it has been.

Continued...

Breaking the habit of a lifetime, I started with a plan. It is basically a straight line story, TR2 to TR8, but with a bit tacked onto the front to explain how the Triumph business came about, along with a few interesting asides including finding an audio interview with Colonel Sir Claude Holbrook who had been MD of Triumph in the 1930s. There seemed to be very little printed covering the “derivatives” – Doretti, Peerless, Italia, Dove, Grinnall, etc, so I added a thick chapter on these as well. And of course, you can’t leave out the motor sport achievements, nor some of the comment in the motoring press, some (much?) of which was damning with faint praise. And where exactly did the quote describing the TR6 as “the last of the hairy chested sports cars” originate?

The contract required me to submit the finished work no later than 30<sup>th</sup> September 2015. The words came in several long sessions and many, many sessions sat at the computer when the words just wouldn’t come. Most of the early summer of 2015 was spent photographing cars. The challenge was to find cars that were good examples, but which realistically represented the models. In other words, I wanted cars that would be driven to the photoshoot and not concours trailer queens. Some of these came from Wessex Group members (Michael Eatough, Steve Harridge, Phil Webb, Phil Bishop, Nigel Jordan, Hillary Bagshaw, amongst others), but for others I needed to look a little further. The TR Drivers Club put me in contact with Phil Lines who owns a stunning early TR7 which people say looks like it has just come off the assembly line. I would say that they are wrong... it is far better than that! The Italia required a trip to Warwickshire, a Dove was found in Berkshire, but the Peerless was proving to be troublesome. Then I found myself at an event in Essex in a semi-professional capacity – I did a photo job for an insurance company who advertise in another magazine that I edit and I had been invited along to a “beano” – and I heard that familiar sound of a TR four pot engine. “TR3 or perhaps TR4”, I thought to myself. I was wrong! A stunning Peerless GT showed up, so a very impromptu photoshoot was arranged. Photographing Hillary’s car was fun. Those who have Graham Robson’s original book will know that JXC 324D was featured and we were able to reproduce exactly some of the images in that book, but now in full colour. Hopefully, one of these will appear as the main cover illustration.

Now all I needed were some pictures from the archive at Gaydon and at Beaulieu. Both could not have been more helpful, but they know the value of their images and charge accordingly. I shall have to put my fees up, I think. By the beginning of August last year, I was beginning to worry that I was going to miss my deadline. A search on ebay found a source of those candles that can be burnt at both ends and by the middle of September, the words were ready and the pictures selected and edited with captions written. At 4:30 pm on Wednesday 30<sup>th</sup> September last year, I sent the completed work via dropbox to my commissioning editor. It amounted to just over 3 Gigabytes.

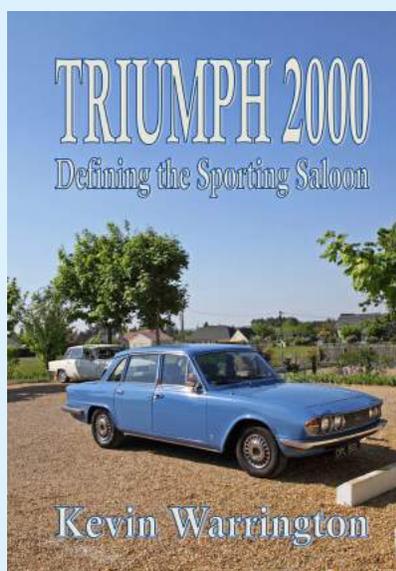
My commissioning Editor was most surprised. Apparently, it is unheard of for an author to actually submit a finished work on the due date; six weeks late is more usual. Then everything goes quiet for months while the book design is completed and the pages typeset. In the middle of April, the page proofs arrived in the post for a final edit and proofing and for me to create an index. This is required back at the end of the month and then goes off to print, probably in China. Release date is currently set as 26<sup>th</sup> July 2016 and it is already listed on Amazon at £25.00 – but as you might expect, I will be able to supply signed copies. A so-called “friend” of mine has already asked for an unsigned copy as he thinks they might be rarer!

And along the way, I was approached by another publisher to create another book, this time on 2000 and 2500 saloons. This one is due to be submitted for publication at the end of April and will be released a little later this year, in time for Christmas.

TRIUMPH TR – *from Beginning to End*, author Kevin Warrington, published by Crowood Press

TRIUMPH 2000 - *Defining the Sporting Saloon*, author Kevin Warrington, published by Amberley Publishing.

The cover images are both mock ups that we used to design the layout, which we are still working on



**Kevin Warrington**

May Run to the  
Dovecote Café and  
Gardens at Moreton



It was great to see a good selection of TRs for our May run to the Dovecote Cafe and Gardens at Moreton. The assembled members managed to muster 2 TR3a's, 1 TR4, 2 TR4a's, my 250, 2 TR6's, 1 TR8 and a very nice TR5 driven by new members Sheila and Mervyn Lister.

Fortunately the weather forecast looked promising for our afternoon run and so it was that we departed Avon Heath Country Park in pleasant sunshine. The 30 mile route to Moreton took in many stretches of derestricted B roads and smaller country lanes, through the beautiful Dorset countryside, just the sort of roads the TR was built for. I do love a blast down a relatively straight and undulating country road in my TR! We met very little traffic, especially considering it was a very nice Sunday afternoon. This was probably just as well as some folk hadn't printed the driving directions from the newsletter. Amazingly all ten cars were still together by the time we reached Milton Abbas, a pretty village en route, where we stopped to take a couple of photos.

On our arrival at the Dovecote Café there was ample space to allow us all to park together, presenting a very nice display of TR's, with examples ranging from pretty much the whole production of this marque.

Kevin and Ann Warrington, who had driven directly to the venue, were already seated in the garden enjoying the sun and a bite to eat. It wasn't long before the rest of us joined them with our teas, coffees, cakes, scones and clotted cream.

Thanks to everyone that took part for making this a very pleasant and successful afternoon.



**Tony Alderton**



## 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
May	21/22	Spring Autojumble Beaulieu	<a href="http://www.beaulieu.co.uk">www.beaulieu.co.uk</a>
	22	Classic Cars at Highcliffe Castle	ccotp.com
	29	Dorset Tour and Village Charity Run	Dave Lancaster – 01305 852491
June	5	Haynes Breakfast Club, Sparkford	<a href="http://www.haynesmotormuseum.com">www.haynesmotormuseum.com</a>
	5	Classic Cars on Christchurch Quay	Ashley – 07885 792711 ccotp.com

### **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
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:
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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.alderon@gmail.com](mailto: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 <b>(female)</b>	BE07 6	Mid Grey, Berry (Raspberry), Black, Chocolate, Coral, Dark Grey, Maroon, Navy, Light Orange, Red, Light Blue, Purple, Royal Blue, White, Light Yellow.  Size: S=8, M=10/12, L=14, XL=16	8.50
Jersey crew neck T shirt <b>(male)</b>	CV00 1	Aqua, Mid Grey, Light Grey, Black, Red, Deep Teal, Olive, Evergreen, Maroon, Navy, Purple, Light Teal, White, Orange.  Size: XS=35", S=37", M=39", L=42", XL=44", 2XL=46".	9.00
Short sleeve polo shirt	BA30 6	Anthracite, Black, Light Blue, Bottle Green, Light Grey, Navy, Purple, Orange, Red, Royal Blue, Sand, White, Light Green, Brown, Yellow.  Size: XS=34/36", S=36/38", M=38/40", L=41/42", XL=43/44", 2XL=45/47", 3XL=47/49", 4XL=49/51".	12.50
Sweatshirt Classic 80/20	SS20 0	Black, Bottle Green, Burgundy, Deep Navy, Light Grey, Navy, Red, Royal Blue, Sky Blue, Yellow, White.  Size: S=36/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	18.00
Full zip fleece	SS52 8	Black, Bottle Green, Deep Navy, Red, Royal Blue, Smoke.  Size: S=35/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	29.00