



WESSEX NEWS

Preserving the marque in Hampshire

This month's highlights

Classical Rambling

Plenty to read this month with some archive articles but also a staggering range of TR events for 2017; memo to self – get organised and get along!

I am sure with the proliferation of high quality phone cameras, alongside cunning compacts and traditional **heavyweight SLR's, that members do take some excellent** photos that never see the light of day; my iPhoto library runs to 17,591 pictures, of which I have no idea what 17,500 look like.

If you take any TR related photos please email them to me on the group leader email - wessexgroupleader@gmail.com - as I am creating a Google Drive album to create an archive for general use, but also to help with the annual calendar. So, check your photo stash and send across anything you have.

You will see on page 2 greetings from our new Group Leader – or perhaps a reprise – and that the committee has also been joined by Steve Harridge; **there's room for more around the table!**

James

Page 3 The Diary

Page 7 Stuart Thompson from the archives

Page 10 Michael Eatough in New Zealand.

And much more!



Group Leader Chat



Well, here I am, back in my “old job”! I feel like shouting SURPRISE!

I didn't expect to be climbing the stairs of Wessex Towers wearing the Group Leader hat again, but I was flattered to be asked by Geoff and the rest of the committee following the sad passing of Stuart last year, and in tribute to Stuart and the service he gave to the Group, I am very pleased to take on the role again.

Since we lost Stuart, Geoff has been acting **Group Leader and I think he's done a wonderful job, so on behalf of all of us I'd like** to say thank you to Geoff for keeping things moving forward along with the rest of the Social Committee, and talking of the **committee, I'd like to formally welcome Steve** Harridge to our merry band. Although Steve is a relatively new member to the group, having joined us from Thames Valley, he has been an enthusiastic participant in group events with his wife in their beautiful TR3, and he brings fresh incite and perspective to our committee which is always welcome.

The Romsey Show on New Year's Day was very well attended and I know lots of Wessex members shook off their hangovers to spend the morning admiring the many and varied classics on display. The organisers had dedicated this year's event to Stuart, and what a wonderful way to remember our dear friend and celebrate his passion for classic cars. Our calendar of events for the rest of the year is shaping up nicely, in our bonus edition Wessex

News in December you will have noticed some **TBA's against events for this year, quite understandable given the circumstances we found ourselves in, but we're** now full steam ahead getting things firmed up for this year, including a group trip to France in September, and a change of venue for 2017. As you will see our Club Night in January will be at **The Sir Walter Tyrell pub near Rufus Stone. We're** trying it out and would welcome your comments on this venue. They do excellent food so you can have a bite before club night, and most important of all they have a large car park which is quite important for a car club! Christening the venue for us on January Club Night will be Michael Eatough. Michael is well known in the group for his pretty, white, TR2, but also for his endurance rally exploits, and Michael will be giving a photo talk on his latest long distance endurance rally in New Zealand.

In February, **we're** planning our usual skittles evening. This is always popular so I do hope **you'll come along.** Again, **we're trying a new** venue, where we hope the food will be a little better, but the skittling competition will be just as fierce. James has added full details later in the newsletter and food orders and payments will be needed on January Club Night.

That's it from me for the time being. I'm looking forward to another busy year with Wessex Group and hope to see you all soon. See you at Club Night.

Nigel.

Month 2017	Event	Location / Details
January 24 th	<i>Rallying in New Zealand; The Haka</i> Michael Eatough	The Sir Walter Tyrell, 8.00pm
February 12 th	The Cobweb Run	Ower Services 11.00am - see page 4
February 28 th	Skittles evening	The Silver Plough, Pitton, 7.00pm – see page 4
March 12 th	Members Club Run	tbc
March 19 th	THE Duck Race	See page 11
March 28 th	<i>The Round Britain Reliability Run</i> - Ben Freer	tbc
April 20 th	Dorset Historic Club Quiz Night	See page 16
April 23 rd	Wessex and New Forest Run	Ringwood Long Stay / Lorry Park 10am
April 25 th	<i>Meet the members</i> pub night	The Sir Walter Tyrell, 8.00pm
May 14 th	Wykedown Inn & Whitchurch Silk Mill	Whitchurch Silk Mill Hants RG28 7AL
May 23 rd	Club visit	Hurn Aircraft Museum, time tbc
June 11 th	Club Run to The Boot	tbc
June 27 th	Pride of Ownership	The Sir Walter Tyrell, 7.30pm
July 9 th	Run to Sarum Airfield Salisbury	tbc
July 25 th	Visiting Car Night	tbc
August 13 th	Club Run	tbc
August 22 nd	The Wessex BBQ	tbc
September 10 th	The Cream Tea Run	tbc
September 11 th – 16 th	A Fantastic TRip to Brittany	See page 5
September 26 th	Roy's Quiz Night	The Sir Walter Tyrell, 7.30pm
October 8 th	Members Club Run	tbc
October 24 th	Club night	tbc
November 28 th	Club night	tbc

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

The Cobweb Run
February 12th

The first Club Run of the year in February will be our Cobweb Run and in a return to tradition we'll be setting off to Compton Abbas airfield for a spot of lunch and plane spotting. The route, familiar to most, will take us from our starting point at Ower services, across the forest to Fordingbridge and Alderholt, on to Cranborne and over Cranborne Chase to Sixpenny Handley and Tollard Royal before descending Zig Zag hill to Cann Common and then on to Compton Abbas. A really picturesque route and a great way to blow the cobwebs away from your TR. Meet at Ower Services, J2 M27 for an 11am departure.

Nigel

Skittles Evening
February 28th

The Silver Plough, Pitton White Hill Pitton Salisbury SP5 1DU

The Clubnight in February will be our ever-popular Skittles Evening and this year, we're trying out a new venue, namely the Silver Plough, in Pitton. This pub has always had a good reputation for food, so we're hoping to be well looked after. The pub also has ample room in the car park.

As is often the case with these skittles venues, the pub is in the middle of nowhere! Having said that, it isn't too difficult to get to. Pitton is a few miles east of Salisbury. To get there from the south-east, you can travel up the A36, turn off at Alderbury and follow the signs to Pitton. The roads are country lanes and there are a few turnings, so unless you have sat. nav., you'll need to keep your eyes peeled. Or, from any other direction, you may prefer to approach from the A30 side - the roads are somewhat better and more straightforward.

As is traditional for our skittles evenings, we'll start at 7 p.m. but don't worry if you're a bit late, there'll be plenty of time to take part.

The food will be provided as a hot buffet and the choices will be:

- * Vegetable lasagne with salad and garlic bread
- * Sausages with mashed potato and onion gravy
- * Chicken tikka masala with rice and poppadums

at a price of £10.95 per person.

I shall be collecting money/cheques (made payable to Wessex TR Group) plus food orders, at the January Clubnight. Or, if you want to post them to me, please do so by the end of January, stating clearly your name, a contact telephone number or e-mail address, and your food order(s). My address is: 34, Alder Drive, Alderholt, Fordingbridge, Hampshire, SP6 3EP. If you want to contact me by e-mail, please use: wessex-tr-skittles@sagique.com

I'm sure it'll be a great evening, as usual!!!

Neil Winscom



A Fantastic TRip to Brittany

As mentioned in the December issue of Wessex News, we are planning a TRip to Brittany in September 2017. As yet nothing has been finalised; however the proposal would be to travel by Brittany Ferries from Portsmouth to St. Malo on the evening of Monday September 11th for four nights in Brittany. The driving distance in France will be approximately 290 miles. The route would take us **south to our first night's accommodation at the Hotel du Chateau in the charming medieval town of Josselin.***

On day two we will **head west along the coast to our second night's stop, at either Le Clos de Vallombreuse or Les Residences d'Armor in the attractive coastal town of Douarnenez.** On day three we will head north to the western peninsular at Plougonvelin, staying in the Hostellerie Pointe St. Mathieu. Our last full day in Brittany will see us heading east to the stunning Pink Granite **Coast and our final night in Sables d' Or Les Pins, staying at the Hotel de Diane.** On Saturday 16th September we will travel back to St. Malo in time for our 10.30 ferry to Portsmouth.

The total cost of this tour is £464.00** per person. This includes return ferry crossing for 2 in a standard (not a Triumph apparently) car, 4 nights half board and a 2 berth cabin with ensuite on the outbound journey.

To secure a place on this fantastic Wessex TRip all we require is a £40.00 deposit per person by no later than 28th February 2017.

Please BACS payment to TR Register Wessex Group a/c No: 40909262, sort code 20-79-25, ref your name and trip. Please would you also email me with your choice of double or twin room at tonycd.alderton@gmail.com Tel: 01425 477674.



*Hotels and routing are subject to change depending on availability at the time of booking.

**Depending on numbers the total cost could be less than the price stated.

Geoff and Tony's TRs on a previous trip to Brittany in 2011

Obituary

Stuart Thompson

Group Leader – TR
Register Wessex
Group

It is with great sadness we announce the death of Stuart Thompson, Group Leader of Wessex Group. Stuart died on 13th November 2016, aged 68 years old after a long illness. He leaves his wife Linda and daughter Claire. Stuart was hugely well liked not only in the Wessex Group but also in other local charitable organisations, as was evident at his funeral service when the number of people wanting to share in the celebration of his life overfilled the chapel in Southampton.

Stuart had been a TR owner most of his adult life, and was one of the longest serving members of the Register, having been involved for around 40 years. As was typical in the 70s his first TRs were his every day vehicles. He had a TR4A in 1972 which was a bit of a wreck, so he

only kept this for a year, then a TR6 until 1975 when it suffered engine thrust washer failure, and there was also the looming middle East Oil crisis and concern over higher petrol prices. Then he bought his current TR4A in 1977 for £200 from a garage in Chester. This also suffered engine failure when a garage who had worked on the car left a piece of tooling in the engine. Linda can still recall the horrendous noise that made. But after it was fixed he kept the car to this day.

When Stuart became a member of the TR Register in 1977, He and Linda lived in Chester so he joined the Red Rose Group, until they moved to Hampshire around 1980 when he joined the Wessex Group. He very soon became involved in the organisation of club sprint events for the TR Register at airfields in the Wessex area. Beginning as a Marshall, but ending up as Clerk of the Course, Stuart was initially involved in the Goodwood Sprints between 1984-1987, and this was followed by events at military air bases in the 80s, where as Secretary of the Organising Committee he was involved in arranging the TR Register Sprint Championship rounds at HMS Daedalus (Lee On Solent), and then Boscombe Down (near Salisbury). He and Linda helped with the organisation, legalities, administration, timekeeping coordination and results boards at these events in association with the armed forces MSA clubs.

Stuart had been an active member of the Wessex Group Social Committee since the 90s, and in the early days helped produce and distribute the 50 or more paper copies of the Group Newsletter for many years before computers and email came along. He took control of the Wessex Group annual clean car competition and presented the trophies every year. He also organised cream tea runs and BBQS in the summer. Fancy Dress was a theme for many of the annual Christmas Parties in the 80s and 90s, and Stuart and Linda were not adverse to dressing up and entering into the spirit of the occasion, and he is fondly remembered for his sense of fun.

Stuart took over as Group Leader of Wessex Group two years ago, even though he was suffering with his illness. His current TR4A, which he has had all these years, is in wonderful condition having been rebuilt with the help of his brother Adrian when the rust in the body became intolerable some years ago, and again more recently. Stuart has been an ever present figure in the Wessex Group **since the 1980's and his dry sense of humour and quiet, modest manner will be greatly missed, but we hope we will continue to see Linda and Adrian with his beloved TR4A at Wessex Group events in the future, when they will enjoy a very warm welcome.**



David Smith

**A Brief Sprint through
some of Wessex
Group's motorsport
involvement from the
mid '80's to the end of
the '90's**

By Stuart Thompson

I think my involvement with the TR Register Sprint and Hillclimb activity was a case of being in the wrong place at the wrong time. I have no remembrance of how I came to be involved in the autumn of 1984 and I had no idea that it would play quite such a role in my TRing life for the next 15 odd years.

The Classic Years – Goodwood Sprint – 1984 to 1987

The Register had run a sprint at Goodwood for a few years before I was invited to join the organising committee. This was in the days when relatively small clubs could afford to hire the Goodwood circuit for a weekend – long since past! The TR event was typically held in late spring/early summer, until the 1987 event which was booked for the weekend of 17th/18th October of that year with disastrous consequences. The late date was simply due to affordability, but more of that later.

I do remember in autumn 1983 and early 1984 regularly driving over to where Steve Wolf resided and **then travelling at high speed with him driving to the planning meetings in Farnham. Steve's car** selection was varied, in mixed mechanical condition, and usually with very little fuel in the tank. I don't think we ever broke down or ran out of petrol, and we always got there very quickly and never hit anything, but it was never relaxing! The organising committee members other than Steve and myself were Mike May (Group Leader of South Downs Group), Peter Longstaff-Tyrell (also a South Downs member), and Mike Ellis in whose house the meetings were held. All tea and biscuits unlike later meetings post 1987.

Typically we would roll up on the Saturday, unload everything, set-up the track, have a few drinks and retire for the night in a collection of makeshift tents. One of the bonuses of being one of the organisers was the opportunity to have to go out and inspect **a Marshall's post or something similar** around the track, requiring a blast around the course to get there. The event would then take place on the Sunday with generally good weather, except for 1987 of course. In 1984 I was very much the junior member of the team and only aspired to be the pit lane marshall on the day, but by 1986 I found myself Clerk of the Course for the day. Luckily I was not asked to demonstrate any knowledge of motor racing by-laws!

There are 3 incidents at Goodwood that stick in mind all these years later; in one of the earlier meetings a young boy racer called Phil Murphy lost his TR6 in a big way at the end of the Lavant straight. He failed to make it round the bendy bit at the end and we all thought that was the last we would ever see of Phil but amazingly he walked away from the remains of his car! He was more or **less unscathed unless you count brain damage! Very strong these TR's. This was by far the biggest "off" I saw in my association with the sprint events.**

At another sprint, someone successfully made it through the chicane but unfortunately over-corrected coming out and one of the marshall's (so it must have been an early meeting) standing in the entrance to the pit lane quickly realised he was heading towards us at very high speed. Luckily - and I am still walking round to prove it – he managed to get control at the last minute and kept it on the track. Who said motor racing was dangerous!

Continued...

My third and final memory (literally) of Goodwood was the last time the Register hired the track and **that was the “great hurricane” of October 1987**. The meeting, for financial reasons, was scheduled for the weekend of 17th/18th October, but on the Thursday night the hurricane arrived and, as they say, **“the rest is history”**. I went down to Goodwood on the Friday morning and there were fallen trees everywhere. It took a while to actually find a way through to the circuit, which was clearly unusable and we had no alternative but to cancel the event. This was in the days before e-mail, so there was a lot of ringing around to stop people from turning-up. I went down again on Saturday morning and amazingly we had managed to stop most people making a wasted journey. Just a few hardy souls turned-up expecting to take part in a sprint – they had obviously fallen-off at the end of the Lavant straight!

The “Fuzzy Years” – Daedalus Sprint 1989 to 1993

No Sprint in 1988 so a year off? At least I thought so until I got a call from Larry Jerram-Croft asking if I would like to help with organising a sprint at event at HMS Daedalus at Lee-On-Solent. The Revington Sprint and Hillclimb Championship series relied on having rounds of the competition at **other (MSA) club’s organised events and the Daedalus event would be the Register’s contribution to other clubs putting on a race series**. We were now opening the event to other car marques, so with Larry and Matthew Short, both from Apple County Group, and Alec Pringle as an occasional helper, **the next phase of the Register’s Sprint Championship began**.

I ended up being Secretary of the Meeting, a role I never managed to pass on! This was before e-mails and everything was handled by phone and post, involving a lot of stamp licking and phone answering! The venue for the event was different. Typically we would roll up the night before the sprint and stay **in the officer’s mess. The evening meal was held in the mess with full silver service** and copious amounts of wine. The difficult part was getting up early the next morning to set up the **circuit, hence the “fuzzy years”!**

Generally the Sprint went very smoothly and the racing most enjoyable. A fast circuit, as it was very flat being an aerodrome, and we used the taxi ways. I only have one really abiding memory of this period and it is not a good one. The very first Daedalus Sprint started well until the RAC Steward asked to see the track licence. What track licence? The one that had been sent to the Register Office in Didcot, yes, that one! I had applied for the licence correctly but it had been posted to Didcot as it should have been. The rooky Secretary of the meeting had not realised it was required to be produced *at the meeting*. By this time people were arriving in numbers and I could see the whole Sprint being cancelled before it actually started. If the ground could have opened up and swallowed me, I would have welcomed it!

Luckily, thanks to an understanding and pragmatic RAC Steward, and Ian Evans, the problem of the track licence being 100 miles away was solved. The Steward would permit the Sprint to continue if someone would go into the Office in Didcot, open the filing cabinet and take out the licence. Whilst looking at the licence they were to telephone and inform the Steward of what they were looking at. Stretching a point to its limit, the licence was *seen at the meeting!* This was pre-mobile phones so all of this went on by landline whilst I was busy registering the ever increasing number of competitors. Needless to say for all subsequent meetings I made sure I had plenty of copies of the licence!

HMS Daedalus was soon due to close and towards the end of this period we found ourselves homeless. Another year off? No Chance!

Continued...

The Sunny Years – Boscombe Down Sprint 1994 to 1997

Seamlessly we moved to Boscombe Down, same format, same planning, why change a tried and tested team and format? On the basis of raising money for charity we were granted permission to hold the event at Boscombe Down.

We would set up the circuit on the Saturday and the return early the next day to run the meeting. Other than minor hiccups all went well, various minor bumps and bangs but nothing too serious. No one ran into a Phantom jet being serviced or tried to pinch a Typhoon. At least it was never reported although I know Jerram-Croft and Revington were installing a jet engine into a TR around this time! We had no major incidents and we also managed to donate on behalf of the Register, large amounts to charity.

Interestingly, and you may find this surprising, we did employ Alec Pringle extensively as one of the **Club's Stewards, whose primary role was to go and "bore to death" anyone who raised a complaint.** Whether it was a problem with scrutineering, the nipple size on a competitors gurdle bot or anything in general with the running of the meeting, we usually had no further problems as Alec was the man for this, as he tended to know more about these sorts of things that the complainant!

The other tip I would pass on was to make sure the RAC Steward was settled comfortably in his aging mid-range saloon and not disturbed too often with motor racing matters because then you were almost always guaranteed to have a successful event. And the sun always shone – at least my memory tells me it did.

Anyway I felt I'd had enough, so after the end of the '97 meeting I resigned as Secretary. Hugh Davies "volunteered" to help with the following year's Sprint but after that I think the base decided **they had had enough of Sprint meetings and that was the end of Wessex Group's involvement with organising motor racing events.**

I might, in places, sound as though I was glad to have the opportunity to stop doing all this, but that is far from the truth. I thoroughly enjoyed being involved, I met some great people, and have many fond memories of those days – if only I could remember them!

Stuart Thompson
October 2010

Classics Motor
Museum Hamilton
New Zealand



It is a privilege and an absolute joy to be able to compete in a Historic Classic Car event. I have competed many times in my 1965 Mercedes 230S which is prepared for such events. The events embrace challenge, competition, comradeship, and of course we see many things. I had no idea that New Zealanders love classic cars and motor sport so much. They have the most wonderful motor museums and a true motoring spirit, and we were made very welcome where ever we travelled. Our journey included a number of racing circuits including the most southerly in the world. Bruce McLaren the famous driver and founder of McLaren cars was a New Zealander, and to find so many enthusiasts in a relatively small population of 4M people is intriguing

The town of Hamilton is situated on North Island and is the home of an amazing car collection which is privately owned by local businessman Tom Andrews. All the vehicles on display are in working order. The collection includes: Belair, Auburn, Cadillac, and many European cars. Recently a 1937 Bedford school bus was restored, always used locally in Hamilton. There is even a tiny Messerschmitt microcar.

The prized possession within the museum is a 1937 Bugatti Type 57 Ventoux currently under restoration. The Bugatti is one of only three of its kind ever manufactured, and bought at auction by Tom during 2014. The car had sat in a French barn for more than fifty years with a collection of the **world's rarest cars all corroding after decades of storage.**

The collection encompasses a range of interests including an extensive collection of petrol memorabilia, enamel signs, pumps, tins and oil bottles. There is something classic for everyone even vintage toys, pedal cars and of course the amazing car collection. The museum includes motorcycles and scooters, including the Corgi which was designed to be dropped out of planes by army soldiers during World War Two, to support airborne troops.

During our travels we visited a number of world class museums, which I will write about during the coming weeks. Visits to these lovely venues made an excellent contrast to the wonderful scenery, gravel tracks, circuits and competition.

Michael Eatough 9th December 2016



Duck Race 2017

It's the Duck Race 2017!



The time has come to dust off those drawing-boards, sharpen your chisels, remind yourself how to run AutoCAD, or simply pop out and buy a suitable duck for this year's event. Make a note now - this year it's going to be on 19th March.

You'll be pleased to know that I've inspected the course and it's looking good, at the moment, if a little boggy underfoot. If you've been to any of the last few races, then you'll know that a number of large trees have fallen down in the Forest and now block the course. Unfortunately, this means that we can no longer run the race in our traditional style, between the two bridges. However, I've found a good spot for us to start the race about 80m upstream and similarly finish the race about 80m upstream from our traditional finishing line. Depending on water levels and logjam debris, we might also have to run the race in two legs...we'll see about that on the day.

There will be two classes this year - Standard and Modified, with the usual trophies. There will also be a prize for the most spectacular duck and very probably a few other rewards for valiant rescues, etc.. So get those designs underway!

As usual, scrutineering will take place from about 2 p.m. in the Whitefield Moor car park (on the road from Brockenhurst to Rhinefield). If you fancy Sunday lunch beforehand, there are plenty of pubs serving good food in the Brockenhurst area. Please bring stout walking shoes (or wellies if you plan to step into the water) and you may want to bring a flask of something reviving for afterwards! The course is about a 10 minute walk from the car park, across the moor and sometimes, the ground is a bit boggy in places.



Continued...

The regulations (to be adhered to strictly, of course) are:

- 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) Each duck should ideally have a certificate to show that it is vaccinated against Bird ðFlu
- 5) In the interests of public decency, any dressed ducks should be designed to retain their apparel throughout the race.
- 6) All Standard ducks must have a realistic duck-like profile.
- 7) 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.
- 8) The overall base length of Standard ducks must not exceed 7 inches (or 178mm for the cool modernists amongst you).
- 9) No artificial means of propulsion may be used in the Standard Class.
- 10) 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.
- 11) All ducks must comply with the EC emissions regulations, so you are advised etc., etc.....(see rule 10). This regulation will be revised when Brexit comes into force.
- 12) All teams must register before the race and all ducks will be subject to official scrutineering by the judges.
- 13) 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.
- 14) Once under way, competing ducks must not be pushed, poked or prodded, unless they are stationary.
- 15) Prodding sticks must be collected from the Forest at the start. (No drain rods or chimney rods will be permitted).
- 16) Stop and go penalty: If any competitor finds it necessary to remove his or her duck from the water, then the competitor must wait 10 seconds before re-launching the duck.
- 17) Competitors may not hinder, impede, submerge or otherwise interfere with other **competitors'** ducks, otherwise their own ducks may be ejected from the water at high velocity, by the marshals.
- 18) 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 100m further down the course!).
- 19) 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.
- 20) If the last duck falls well behind the rest, then it may, at the marshals' discretion, be removed and replaced 1m behind the others.
- 21) Anyone who is found wandering aimlessly in the stream will be certified.

Neil Winscom

TR Register Event List

February

Sun 19th: MG & Triumph Spares Day, Stoneleigh
Sat 25th - Sun 26th: Race Retro, Stoneleigh

March

Sun 5th: TR Register Car Club Group Leaders Meeting, Location TBA
Fri 31st - Sun 2nd: Practical Classics Restoration Show, NEC Birmingham

April

Monday 17th: Coleford Festival of Transport (Bank Hols)
Sunday 23rd: National FBHVC Drive it Day
Fri 28th - Sun 30th April: Donington Historic Festival, Donington Park

June

Sat 3rd- Sun 4th: Tatton Park Classic Car Show, Cheshire
Sun 18th: Standard Triumph Marque Day, Santa Pod, Northamptonshire
Fr 23 - Thu 29th: TR Tours Brittany Tour
Sat 24th - Sun 25th: Flywheel Festival, Bicester Heritage Centre

July

Fri 7th - Sun 9th: TR International Weekend, 3 Counties Showground, Malvern
Fri 28th - Sun 30th: CarFest North, Bolesworth, Cheshire
Fri 28th - Sun 30th: Silverstone Classic, Northamptonshire
TBA: TR Register End to End Run

August

Sat 5th - Sun 6th: Croft Nostalgia Weekend, Dalton on Tees, N. Yorkshire
Fri 25th - Sun 27th: CarFest South, Laverstoke Park Farm, Hampshire

September

Sat 2nd - Sun 3rd: TR Register Scottish Weekend at Bo'Ness Hillclimb, Falkirk
Sat 2nd - Sun 3rd: TR Register Lakes Tour, Newby Bridge, Cumbria
Fri 8th - Sun 10th: Goodwood Revival, Chichester, West Sussex
Fri 8th - Sun 10th: TR Euromeet 2017, Dijon, France
Sat 16th - Sun 17th: Manchester Classic Car Show, Event City, Manchester
Fri 15th - Sun 17th: Spa 6 Hour, Spa Francorchamps, Belgium
Tue 26th - Sun 1st October: TR Tours Ireland Tour

October

Sun 22nd: Stoneleigh Autumn Restoration Show, Stoneleigh, Warks

November

Sat 4th: TR Register Annual General Meeting, Location TBA
Fri 10th - Sun 12th: NEC Classic Motorshow, Birmingham



[Click for the full 2017 calendar & information on those listed above](#)

Wessex TR Christmas Party 2016



Our 2016 Christmas party was well attended and by all accounts thoroughly enjoyed with a warm atmosphere, good food and jovial company. We were delighted that Linda Thompson was able to join us and during the meal was presented with a framed photograph of Stuart presiding over the Pride of Ownership Evening at IBM. Jane Glover also presented Linda with a bouquet of flowers on **behalf of Wessex TR, in recognition of her late husband, Stuart's long and dedicated service to Wessex TR.** David Smith who knew Stuart and Linda for many years also said a few words regarding **Stuart's long and active membership in the Wessex TR group.**

We also held a novel prize draw, instead of the traditional raffle tickets; each place setting included a playing card. After the meal, a random card was picked from another pack and the person with the corresponding card won a prize. The winners were, Linda Thompson amazingly the first card drawn, followed by Sheenagh Denson, Gregory Jackson and Nigel Jordan.

The evening concluded with sounds courtesy of John Davies.

I would also like to take this opportunity to thank everyone who attended and helped to make this a great and fitting way to end the Wessex TR 2016 year.

Tony Alderton



The Vectis Historic Vehicle Club Ltd will be holding their 11th Open Day on Sun 2nd July at Arreton Barns, we are pleased to advise details of the event and invite you to attend and report on the day. We expect to see over 250 Classic, Vintage cars and Motorcycles on display from Island and mainland clubs.

Event Details

Venue : Arreton Barns, Arreton

Date : 2nd July 2017

Time : 11am to 4pm

Tombola with Great Prizes, Stalls

Gentle Background music and Public Address

Entry : Exhibitors £3 per car & Trikes, M/Bikes £2 Viewing Public £2,

Children Free (0-16yrs) Accompanied by an adult.

The VHVC Ltd. Open Day for Vintage and Classic cars, plus Motorcycles is to be held on the large grass parking area adjacent to Arreton Barns and the Main Road. Official opening by The IoW High Sheriff Robin Courage at 12 noon.

- A commemorative VHVC Ltd. open day plaque will be presented to exhibitors on arrival and is included in the entry fee
- Anthony Goddard (Goddards Brewery) will judge VHVC Ltd. members cars on the basis of "Judges Choice" 1st, 2nd and 3rd will receive a rosette and a certificate
- The Paul Griffith memorial Cup will be awarded to the 1st VHVC Ltd. Member with a British Car
- The Harold & Wendy Holmes Trophy will be awarded to the 1st VHVC Ltd Foreign make car, 1st, 2nd and 3rd will receive a rosette and a certificate
- Judging of all visiting clubs for a combined 1st, 2nd and 3rd "Judges Choice" will also be presented with rosettes and certificates
- Judging of Motor Cycles and Trikes on the basis of "Judges Choice" 1st, 2nd and 3rd will receive a rosette and certificate
- The Tombola and entry profits will be donated to The IoW Mountbatten Hospice, I.o.W Macmillan Nurses & Beaulieu House Respite Care Home Newport IoW. Stalls and sideshows are planned
- The facilities of Arreton Barns next to the Open Day area will be available to all, including, Tea Rooms, Arts and Crafts shops.
- A Burger and Hot Dog Stall will be open in the field

Please come and join us for what will be an enjoyable occasion and a time to meet friends old and new.

Any visitors NOT bringing a classic or vintage car to display will find ample free parking available.

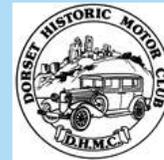
Should you require any further details please do not hesitate to contact me on our club e-mail address

vhvcltd@hotmail.com or view club website www.vhvc.org.uk for updates

Vickie Rasmussen- Secretary VHVC Ltd, Tel 523551 email vhvcltd@hotmail.com

INTER CLUB QUIZ
on THURSDAY
20th APRIL 2017

DORSET HISTORIC MOTOR CLUB



Hon. Sec: Brian Whiteside, Forest Gate, Blackwater Drive, Wimborne, BH21 3BH.

No doubt we are all looking forward to 2017 in hope and anticipation of good weather for our outdoor events - but before that, on behalf of the Dorset Historic Motor Club, I am pleased to invite you to take part in the annual

INTER CLUB QUIZ on THURSDAY 20th APRIL 2017

at the HAMWORTHY CLUB, Magna Road, Canford Magna starting at 8pm.

One or two teams of 6 people from each club would be ideal and hopefully we can look forward to an enjoyable evening.

It would be most helpful if you could confirm your attendance and how many teams you would like to enter at your earliest convenience.

In the meantime a Happy New Year to you all.

Wessex
Committee
contact
numbers



Group Leader and Chairperson	Neil Jordan
Vice Group Leader	
Treasurer	Roy Clough
Regalia Manager	Tony Alderton
Secretary	Geoff Glover
	Neil Winscom
	John Davies
	Steve Harridge
Newsletter Editor	James Barnes



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

Wessex Group Regalia

Tony Alderton is our regalia manager and he has put together a 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



The Club Mug



Sweatshirt Classic 80/20

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

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

Item	Code	Colours / size	Price £
Low profile heavy cotton drill cap	BC05 8	Black, Bottle Green, Bright Royal Blue, Classic Red, French Navy, Light Grey, Natural, White.	8.50
The favourite T shirt (female)	BE07 6	Mid Grey, Berry (Raspberry), Black, Chocolate, Coral, Dark Grey, Maroon, Navy, Light Orange, Red, Light Blue, Purple, Royal Blue, White, Light Yellow. Size: S=8, M=10/12, L=14, XL=16	8.50
Jersey crew neck T shirt (male)	CV00 1	Aqua, Mid Grey, Light Grey, Black, Red, Deep Teal, Olive, Evergreen, Maroon, Navy, Purple, Light Teal, White, Orange. Size: XS=35", S=37", M=39", L=42", XL=44", 2XL=46".	9.00
Short sleeve polo shirt	BA30 6	Anthracite, Black, Light Blue, Bottle Green, Light Grey, Navy, Purple, Orange, Red, Royal Blue, Sand, White, Light Green, Brown, Yellow. Size: XS=34/36", S=36/38", M=38/40", L=41/42", XL=43/44", 2XL=45/47", 3XL=47/49", 4XL=49/51".	12.50
Sweatshirt Classic 80/20	SS20 0	Black, Bottle Green, Burgundy, Deep Navy, Light Grey, Navy, Red, Royal Blue, Sky Blue, Yellow, White. Size: S=36/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	18.00
Full zip fleece	SS52 8	Black, Bottle Green, Deep Navy, Red, Royal Blue, Smoke. Size: S=35/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	29.00
The Club Mug			10.00