

# WESSEX NEWS

*Preserving the marque in Hampshire*

This month's

Highlights

## Classical Rambling

Back from its sojourn in The Valley – see last month - the 4A has been treated to a bit of restorative care; a thorough clean up inside and out. It is amazing how grime accumulates and once the seats and carpets were out getting to everything was a bit easier. The seats needed particular attention but what I love is the simplicity. My Mercedes has any number of permutations to achieve the perfect driving position – the TR two: fore and aft on the runners and a sort of backrest angle adjustment based on a couple of bolts at the front of the frame. For all that I get as comfortable in the TR as the SL, and the idea of getting a seat out of the Merc is enough to cause sleepless nights!

A message from HQ: On Saturday 1st April 2017 the Restoration show at the NEC held an awards ceremony and The TR Register won the most outstanding club website award. The dedication and hard work put in by all of you needed recognition, and here it is. Thank you for making this happen.

**James**

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and Eatough!](#)

[And much more!](#)



## Group Leader Chat



Welcome to April Wessex News. The annual Group Leaders meeting was held in March and whilst I was not able to attend in person, I'm grateful to Roy Clough who was able to attend in my absence and feedback to the committee. The notes published subsequently show that a number of topics were discussed. I'm not going to regurgitate all the topics here because I'm sure you will have seen many debated on the members forum already, but there are a couple of points worth bringing to your attention, firstly, Regional Directors. Following feedback from the last GLs meeting about the need for better representation of local Groups at Board level, Bob Eccles, Regional Director for the North and Scotland gave a presentation on the current Club reporting structure showing that each Region is represented by an Area Coordinator and a Regional Director who sits on the Board. In South Region our Area Coordinator is Jeff Roberts and our Regional Director is Derek Hurford. This means if you as members wish to raise any issue or question to the board, you can approach Jeff or Derek directly, or you can contact me and I will liaise with Jeff and Derek to ensure the matter is raised with the Board. It's a bit like asking your MP to raise a question at Prime Minister's Questions, but better behaved and with less shouting and jeering.

The other matter discussed which I wanted to bring to your attention is the restoration of TS2. As you know, TS2 is the first production right hand drive TR2 off the production line, and a very important car, therefore, in TR history. The car is owned by a Trust for the benefit of the TR Register and its members, and acts as an ambassador for the club at many national and international events. The

car is in need of restoration with the anticipated cost (subject to a detailed survey) being in the region of £30,000 and one option, among others being considered, is that each Local Group be asked to raise an equal share, £460 to contribute towards the rebuild. As a committee we will discuss fund raising ideas, but what are your thoughts on this? Should local groups be asked to foot the bill? And would you be willing to participate in fund raising events to help us raise our share? I'd be interested in your views so please feel free to e-mail me and let me know.

Closer to home, March Club Night was an excellent evening with a super presentation by Ben and Vicki Freer on the Round Britain Reliability Run, followed by lively chat among members about recommissioning a TR6 ready for the summer, and a replacement TR6 clutch release bearing following an upgrade to the Borg & Beck pressure plate. More of club night inside.

Coming up we have the All Triumph New Forest Run on Sunday 23<sup>rd</sup> April which I know you're looking forward to, and our next Club Night on Tuesday 25<sup>th</sup> April will be our "away-day" to The Queens Head, Portsmouth Road, Fishers Pond, Eastleigh, SO50 7HF. We have a room reserved and the food is excellent so see you there from 7pm for a bite to eat and more TR chat.

See you at Club Night.

**Nigel**

# Diary of Events 2017

Month 2017	Event	Location / Details
<b>April 23<sup>rd</sup></b>	Wessex and New Forest Run	Ringwood Long Stay / Lorry Park 10am
<b>April 25<sup>th</sup></b>	Away Day	Queen's Head, Fishers Pond 7.30pm <a href="https://www.oldenglishinns.co.uk/our-locations/the-queens-head-fishers-pond">https://www.oldenglishinns.co.uk/our-locations/the-queens-head-fishers-pond</a>
<b>May 14<sup>th</sup></b>	Club Run	Whitchurch Silk Mill
<i>Would members intending to take part in the Silk Mill Run who would like lunch at The Cricketers Longparish, please let Geoff know by the morning of the Thursday before, either by phone or email (01202 874975 or <a href="mailto:geoffrey.glover@btinternet.com">geoffrey.glover@btinternet.com</a>).</i>		
<b>May 23<sup>rd</sup></b>	Club visit	Hurn Aircraft Museum, time 7.00pm £5 per person
<b>June 11<sup>th</sup></b>	Club Run to The Boot	The Boot Public House
<b>June 27<sup>th</sup></b>	Pride of Ownership	The Sir Walter Tyrell, 7.30pm
<b>July 2<sup>nd</sup></b>	Vectis Historic Vehicle Club Ltd Open Day	Details in January Wessex News <a href="mailto:vhvcltd@hotmail.com">vhvcltd@hotmail.com</a>
<b>July 9<sup>th</sup></b>	Run to Sarum Airfield Salisbury	tbc
<b>July 25<sup>th</sup></b>	Visiting Car Night	tbc
<b>August 13<sup>th</sup></b>	Club Run	tbc
<b>August 22<sup>nd</sup></b>	The Wessex BBQ	tbc
<b>September 10<sup>th</sup></b>	The Cream Tea Run	tbc
<b>September 11<sup>th</sup> – 16<sup>th</sup></b>	A Fantastic TRip to Brittany	See page 5
<b>September 26<sup>th</sup></b>	Roy's Quiz Night	The Sir Walter Tyrell, 7.30pm
<b>October 8<sup>th</sup></b>	Members Club Run	tbc
<b>October 24<sup>th</sup></b>	Club night	tbc
<b>November 28<sup>th</sup></b>	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 DUCK RACE 2017



*Ready*

*to Launch!*

Back in the summer, the annual Duck Race seems to be such a long way off and then suddenly, the new year comes along and it's almost upon us. Sadly, my form hitherto has been to be still preparing my duck on the morning of the race - therefore no prior trials, just pot luck...which has generally resulted in a performance in the race that can only be described as none too spectacular.

So, for this year's race, I was determined to make more of an effort. I was going to build another motorized duck (Mk.5!) and get it ready well before the race. And for once, I did. The electronics were all designed and built last April, the hull and keel were designed earlier this year and the final assembly, painting and varnishing were all completed with over a week to spare. I even had time to build in some engine mapping (!), to equalize the two motors. And, for the first time ever, my duck quacked, although to be fair, it was more like a duck with laryngitis. My only concern was that I'd made the main superstructure out of cardboard - was this actually such a good choice, after all, for dunking in a stream? The only way to find out was to put it to the test.

For one reason or another, a few of the usual suspects were not able to make it this year; nevertheless, we still mustered 43 entries. I was absolutely delighted, as the forecasts had predicted somewhat dodgy weather at the weekend and I thought that the turn-out might be affected. I should have known better. This event has become something of a Wessex tradition (we've been running it for nearly 30 years!) and the madness of spending a Sunday afternoon pushing some plastic ducks along a stream in the New Forest seems to strike a chord with us. Perhaps we're mad, or eccentric, or perhaps indulging in a bit of silliness is the perfect antidote to our normal, sensible lives. For those who've never taken part, we use a portion of Ober Water in the New Forest, near the Rhinefield Ornamental Drive. It's an idyllic spot in nice weather and the stream provides a variety of challenges (deep and shallow water, narrow and wide passages, slow and fast sections, dividing paths, etc.); so much so, that the result of the race is totally unpredictable.



*They're off*



*You can prod but don't fall in!*

As usual, I had inspected the course a few days before and had cleared away as much debris as I could. Generally, the stream was in excellent condition and the paths to it were clear and dry, despite the changeable weather. I chose the first bridge as our starting line, as it provides such a great photo opportunity when everyone hurls their ducks into the water. The stream was a bit slow this year and it was also quite breezy, which I suspect a number of competitors may now want to use as an excuse. All I will say is that, this year, the back end of the field was somewhat more strongly contested than the front. At one point, Gordon almost walked away from his duck in disgust!

There was a bit of a panic at the first major hazard, where the ducks have to squeeze through a narrow space and, inevitably, quite a few of them got stuck. I have to say a big thank you to everyone, and particularly to Kevin and Jerry, who ventured as far as they dared in order to rescue the tail-enders. Once or twice, the 15' pole/net that I had brought along proved to be invaluable. However, you can imagine what a plonker I felt when one section of it became detached, meaning that the rescue pole itself had to be rescued. Duh!

Every year, there's always something that makes each race different. Last year, it was the "help" given by the four-legged accomplices in plucking ducks from the stream and then putting them back in the wrong places. This year, it was the finishing line - because it turned out that there were two of them! What happened was this. I'd been rescuing a tail-ender and was just catching up with the leaders when I realised that, since my inspection, a new dam had formed across the stream. So everyone was thinking that this was the end of the race - but it wasn't! We couldn't really finish the race there, it had barely started. So I decided that we would re-launch the race on the other side of the dam and I would award an additional prize to the duck that had got to the dam first. Those who've been around a few years will recall that our main prize, the Duck d'Or, went walkabout a few years ago, which meant that we had to acquire a replacement. Then, out of the blue, the Duck d'Or returned, so now we have an extra trophy...how fortuitous on this occasion!

Again, those who've been around a few years will know that our traditional finishing line used to be the second bridge. Alas, that is no longer possible, ever since various storms have brought a number of trees down across the stream. So we finished the race at a nicely convenient spot where all the ducks could be extracted. As usual, the lead had changed a number of times and, in the end, it was almost a photo finish, in the Standard Class, between Lorraine's duck and Caroline's duck.

As for the Modified Class, my Mk.5 duck had survived a complete capsize (painted cardboard does seem to work after all) but it had sometimes refused to respond to the remote control and had crashed into the bank (good job I built crumple zones into the hull!). Reluctantly, therefore, I had retired it early. There were only 3 other contenders in this class. The winner was, once again, Jamie's duck, which he claimed had simply languished in the garage all year since its last outing and hadn't even been charged up. In fact, its batteries died on the finishing line. In second place was Lisa's superb creation that was fast catching up, so if the race had been just a few metres longer....

Despite coming second, Lisa's duck was a very worthy winner, I felt, of the "Best Design" award, especially as she had gone to the trouble of some pre-race river testing. I often like to give out a few other prizes, particularly to those who make an extra special effort, or who provide entertainment by falling in, for example. This year, there were no major calamities, but Heather did own up to getting one of her boots full of water, so she won some duck soap, which seemed appropriate. I would also have awarded a prize to Kevin, had I known that he'd had a closer encounter with the muddy banks than he cared to admit. I found out only later, when we were departing...he'd kept it rather quiet. Next year, I shall be paying more attention!

And finally, for the first time ever, I thought I would award a prize this year to the most deserving dog. It was a very close-run thing, as all the dogs this year were on extremely good behaviour but, going by the amount of drenched-throughness, I judged that Rufus must have been marginally more committed to the event than the others - so he won a squeaky duck toy. The jealous disdain of the other dogs means I'll either have to abandon this concept next year, or bring more prizes!

The winners were as follows:

Lorraine - Standard Class - Duck d'Or and bottle of Prosecco

Jamie - Modified Class - Duck plaque and bottle of Prosecco

Sheridan - Winner of first leg - Trophy and bottle of Prosecco

Lisa - Best design - Duck foot warmer

Louise - Last place - Toilet duck

Nick - Duck shower cap, to protect the drenched hair on his duck!

Heather - Duck soap

Izzy - Woollen duck with creme egg - for being possibly our youngest competitor ever, at 3 years old

Rufus - Squeaky duck

It just remains for me to thank, once again, everyone who took part and everyone who helped out on the day...and to encourage you all to do the same thing all over again next year. Now should Mk.6 be titanium or blotting paper?

**Neil Winscom**



*A selection of worthy winners*

## Ben and Vicky's Club Night – Round Britain



We had a good turnout for February Club Night at the Sir Walter Tyrell to listen to the presentation by Ben and Vicki Freer on their adventures in last year's Round Britain Reliability Run. Ben and Vikki have a TR3 and decided to challenge the car – and themselves – to this gruelling endurance run which is run every other year by Club Triumph. The origins of the Round Britain Reliability Run hark back to 1966 when the idea of driving around Britain in 48 hours was discussed, with the requirement that John O'Groats in Scotland, and Lands End in Cornwall should be visited. As Club Triumph at this time was very much North London based, it was decided that the start should be from a North London based Triumph dealership, Broadfields Garage in Cockfosters being chosen.

Within a short amount of time six members of the Club, and crews, had entered the event using six representations of the then current Triumph range, including a Triumph 1300 that was provided by Broadfields. The Club enlisted the help of various Triumph dealerships around the country to provide refuelling and refreshment stops. In later years, and up to the end of the production of Triumph cars, BL itself entered current models into the event, the largest amount being six Triumph Acclains in 1982.

Most of the stops that were used then were Triumph dealerships, obviously with the eventual closure of MG Rover this tenuous tie has disappeared. However Morrisons of Stirling, a former Triumph dealership which is now a Land Rover and Seat dealership, has been used for many RBRR's and are happy to help into the future, maintaining that link with the past. To be able to complete the event in 48 hours travelling approximately 2,000 miles means that the event was, and is still run almost non-stop, and when thinking back to the British road system in the 1960s, it is very impressive that any crews would have completed the RBRR back in those days. Since these humble beginnings the event has been run nearly every two years and has gained in stature and has a degree of notoriety within the Triumph scene, and indeed the old car culture that exists within the UK. Over the years 958 crews and cars have successfully completed the event and the whole Triumph range since the announcement of the TR2 has been used, a tremendous achievement.

Given the obvious difficulties of getting into and out of London on a Friday evening, the event now starts and ends at Stevenage, and there are now 13 control points at which crews must check-in en-route, but the event still spans the length and breadth of the UK visiting John O'Groats and Lands End on the way.

Crews can plan their own routes to complete the course, choosing fast motorway routes or A roads if preferred, the only stipulation being to visit each control stop to get the all-important stamp in the log book. Sounds easy? It isn't, the controls are only open for 1 hour windows which means you must plan your route, and driving speed, to ensure you arrive at the control when it's open,

otherwise you have an incomplete log. This adds an element of meticulous planning and regularity to the event.

Vicki explained that she had planned their route and programmed each leg into their sat-nav, the reason being quite simple, that being a non-stop event it requires one person to be driving whilst the other is trying to sleep. In a 2-person crew this leaves no one for map reading! And how do you sleep in a TR3? Vicki explained they had a large pillow which they slept against leaning against the B pillar of the car. Perhaps a better car to choose would be a saloon model such as a Dolomite or a 2.5pi which could accommodate a 3<sup>rd</sup> crew member for map reading, and a large back seat for sleeping.

There are planned stops along the route where crews can freshen up and have a meal but other than that, the event is non-stop aiming to return to Stevenage within 48 hours. Staying awake is the biggest challenge, and admitting tiredness and swapping drivers is important. After the initial rush of adrenalin Vicki explained they had a large supply of chocolate biscuits and sweets to keep the sugar levels up!

Since 1990 the event has been run on a charitable basis and the participating crews have raised over £500,000 for such worthwhile charities as The British Heart Foundation, Imperial Cancer Research, Alzheimer Research Trust, Multiple Sclerosis Society and Children with Leukaemia/Cancer, RNLI, MIND, BLISS, with the 2016 event raising money to support the charity Guide Dogs.

It was a very interesting and insightful talk by Ben and Vicki, and I for one thoroughly enjoyed it and I'm sure everyone else did too. Perhaps there will be other Wessex members who will be inspired to enter the event in 2018, we'll have to wait and see.

After Ben and Vicki's talk there followed a general natter about general TR topics, in particular Rob Grace has a 1975 TR6 which he's recommissioning for the summer, and was looking for advice with the brakes and the problematic fuel pump, and Mark Fullerton brought along a new clutch release bearing he purchased from Germany through SC Parts. Mark has upgraded the pressure plate in his TR6 to a Borg & Beck item, following which he has suffered 2 release bearing failures within 1000 miles. The new item is hoped will work with the pressure plate and Mark has promised to keep us informed once the bearing is fitted. If anyone has had similar issues I'm sure Mark would be pleased to hear from you so please get in touch.

Our next Club Night is coming up next Tuesday 25<sup>th</sup> April and we're meeting at The Queens Head, Fishers Pond, Eastleigh. See you there.



## The Showcase Classic & Sports Car Gala on 7th May

**"A great gathering of British classic & sports cars"**

Morning: Relax with "jazz on the lawn"  
OR take part in our 'Showcase Run'  
drive across the South Downs,  
returning to Cowdray in  
time for lunch.

Afternoon: *Vintage gala* with  
stalls, live music, food, refreshments,  
raffle prizes, trophies for the best  
cars and much more....

**"Celebrating our  
British motoring heritage"**

Team GB Olympian  
Joanna Rowsell Shand MBE  
will host our  
prize giving

Early Bird  
Tickets  
from just  
**£25**  
per car  
(Online price)

**BOOK NOW** to avoid disappointment as places are limited

Please tell all your friends about the event, and join us on **Sunday 7th May** in the grounds of **Cowdray House, Midhurst, West Sussex GU29 0AQ**

With tickets from **just £25 per car**, it's a great day out for just £12.50 per person in a 2 seater car.....and if you have room for the family pet, your dog is welcome to join in the fun too (on a lead please).

Thank you in advance for your support, and we look forward to seeing a great turnout from the TR Register (Wessex) on the day

Full event information at [www.showcase-classic-cars.events](http://www.showcase-classic-cars.events)

# Ferndown



## Ferndown Classic Car Show

Dear *Mr Jordan*,

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 2017 fun day out and we hope that you would like to join us again.

There is going to be a full program of events throughout the day likely to include a variety of musical acts and dancing, a dog show, children's rides and magician, 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 start and finishing line for a 10k and a 5K run around rural Ferndown.

To add extra interest we are hoping to introduce a Custom Car section this year. If bringing a Custom Car please mark the booking form 'CUSTOM'.

**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.**

Please eMail me for Club Stand information.

Booking forms available from

[www.ferndownfotf.org](http://www.ferndownfotf.org)

or

[carshow@ferndownfotf.org](mailto:carshow@ferndownfotf.org)

John Baxter 01202 897 884

### Come and join the fun!

*Best Wishes John*



**Ferndown Classic Car Show**  
**on the King George V Playing Fields**  
 Open to all Classic Cars, Motorbikes  
 and Light Commercials



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:**

Please read the conditions on the back of this notice then complete the form. Return it before 6<sup>th</sup> June 2017 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 Grove** [follow signs to the Ferndown Leisure Centre] between 9.45am and 10.15am [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.

We advise you keep a photocopy of the form for your information. Once we have received your form and optional payment we will send you a show pass in good time for the event.



Rotary Club of Ferndown, Ferndown Town Council and the King George V Fields Charity accept no responsibility for any personal injury or for any damage to, or loss of vehicles or personal effects incurred by exhibitors or their guests as a result of attendance at the show

## Ferndown Classic Car Show

### Saturday 24<sup>th</sup> June 2017 - King George V Playing Fields

#### Conditions to be read before booking:

- For reasons of the safety of all field users all vehicles should arrive on the site before **10.30am** on Saturday 24<sup>th</sup> June 2017 and remain on the field until **5pm**. There will be no cavalcade this year.
- Please arrive on the field via **Cherry Grove, Ferndown, BH22 9EZ** and check in before proceeding across the grass.
- 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.
- Please observe a **5 MPH** speed limit on the field.
- 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.
- If for any reason the Car Show is cancelled, the organisers regret that a refund cannot be made for the plaque.
- For queries or club stand enquiries please either ring or e-Mail John Baxter at 01202 897884 or

**e-Mail:** [carshow@ferndownfotf.org](mailto:carshow@ferndownfotf.org) **website:** [www.ferndownfotf.org](http://www.ferndownfotf.org)

**Please complete the following application form fully and return to:**

**John Baxter, Greenacres, Angel Lane, Longham, Ferndown Dorset BH22 9DZ**

<b>Type of vehicle</b> <small>Car/Light com/ Custom/ Agricultural/Motor cycle</small>		Registration Number	
		Engine Size	
Make		Model	
Year of Manufacture		How long have you owned the vehicle?	
Points of interest e.g. 1 of only 10 on the road			
Name of Owner/Driver	Forename:	Surname:	
Address			
Telephone		On field mobile	
Email address			
Plaque required: <input type="checkbox"/>	If I have ticked to receive a plaque I enclose my payment of £2 in cash or by cheque made payable to 'Rotary Club of Ferndown.'		

**I am happy to abide by the booking conditions shown above.**

Signed: ..... Date .....

The Andover  
Rotary Clubs  
Family Festival  
Car & Bike show  
Saturday 1<sup>st</sup> July  
2017

*Information on a new show created for the combined Rotary Clubs in Andover hoping for a presence from Wessex TR.*

**If you are interested in joining this event please let Nigel Jordan know soonest so a pitch for the club can be organised.**

#### *General information*

The show will contain full entertainment for the whole family and we are expecting 3-5 thousand people to attend. As a part of the festival we are able to take a large number of cars ranging from vintage to modified cars plus other vehicles that will be entered into our competition.

There has been a lot interest to date, however the show is only 3 months away we have now passed the first stage of planning, and are putting entrants into places.

This is a great way to show off all of the beautiful vehicles belonging to your club members, together with your banners to advertise to our community.

There are 2 ways to book:

Firstly you can book as a club, indicating how many members would like to participate, e-mailing [richard@vaughanr.fsnet.co.uk](mailto:richard@vaughanr.fsnet.co.uk) with details of vehicles to follow.

Secondly members can register individually by e-mailing the following information to [richard@vaughanr.fsnet.co.uk](mailto:richard@vaughanr.fsnet.co.uk)

Make  
Model  
Reg no  
Telephone and email contact.

We have 4 weeks to ensure we have all of the bookings ready to be mapped out for the day and to be able to send timings for all of the clubs to arrive. You appreciate this is a safety aspect, gets entrants to their correct display area, and reduces queuing.

**AN AUDIENCE  
WITH STUART  
TURNER**



**ON SUNDAY 23<sup>rd</sup> JULY 2017  
AT  
DOWN AMPNEY VILLAGE HALL  
DOWN AMPNEY, NEAR CIRENCESTER GL7 5QR**

Stuart is a very entertaining and amusing speaker with tales of his long and distinguished career in motorsport from the 1950s as a successful navigator in, amongst other things, TR2s and TR3s, through the 1960s as BMC Competition Manager at Abingdon and the 1970s as Director of Motorsport at Ford and much more besides. The author of twenty books, Stuart now spends time as an excellent after dinner speaker and is very active passionately promoting the Charity, the Motorsport Safety Fund. He's a great character and such good company.

**FORMAT FOR THE DAY**

Optional tour of the Wiltshire & Gloucestershire countryside  
Time and meeting point T.B.A. in the May edition of Glavon News – or contact Jeanna Ind.

- 1.00pm:** Picnic lunch at Down Ampney Village Hall
- 2.00pm:** An Audience with Stuart Turner (Part 1)
- 2.40pm:** Break for approximately 20 minutes
- 3.00pm:** An Audience with Stuart Turner (Part 2)
- 3.40pm:** Questions & Answers
- 4.00pm:** Refreshments (proceeds in aid of the TS2 Restoration Fund)

**TICKET PRICE: £6.00 (Payable in Advance)  
Please make cheques payable to Glavon TRs**

For more information or to purchase your ticket(s) please contact: -  
Jeanna Ind, Curtis Cottage, Pinkney, Malmesbury, Wiltshire, SN16 0NZ

Tel: 01666 840950 or 07887 853476  
or email: [jeanna.ind@btinternet.com](mailto:jeanna.ind@btinternet.com)

Lymington  
2017

*For the sea crossing via Red Funnel we have been able to negotiate a 15% reduction in fares for those visiting the show from the mainland over that weekend Fri to Mon or just for the day.*

*Enter the code VECTIS2017 (Upper Case) when using the RF website to book, in the promotional code/voucher box (ignore 2014 date).*



## Lymington Summer Spectacular Classic Car Show 2017

**Car Exhibitor Registration Form (pre 1987 cars only)**

**Venue Woodside Park, Ridgeway Lane, Lymington SO41 8AA  
Sunday 6th August 2017**

**Please arrive by 11.00am**

If you would like to participate in this show please return this application form duly completed a.s.a.p. Due to high levels of interest we need AS MUCH INFORMATION FROM YOU AS POSSIBLE, as cars that are not pre booked will not be admitted to the Show arena on the day. If your application is successful we will send you a windscreen pass, plaque terms & conditions, and directions to Woodside Park. Last day for Registration July 7th OR when all spaces of the 240 available have been allocated. Please see web site for up-to-date numbers remaining but book early.

Entrants Name (Mr, Mrs, Ms)	
Address	
Post code	
Telephone	
Email address	
Make of car & year of manufacture	
Type and Model	
Registration number	
Name of Club If participating at a Club Stand	
Method of Payment of £6.00 entry (Please tick chosen method) Please enclose sae for postal applications.	Cheque payable to Rotary Club of Lymington <input type="checkbox"/> BT Donate vis their web page <input type="checkbox"/> My Donate reference number _____

Please complete and return to: Maurice McNeill, 58 Haglane Copse, Lymington, Hampshire SO41 8DQ with your cheque for £6.00 together with a stamped addressed return envelope OR email to [carshow@lymingtonrotary.org.uk](mailto:carshow@lymingtonrotary.org.uk) with confirmation of payment via the Rotary Club of Lymington Trust Fund page on the BTmyDonate web site. Any queries please email Maurice McNeill [carshow@lymingtonrotary.org.uk](mailto:carshow@lymingtonrotary.org.uk) See separate sheet/web site for terms and conditions.

*Organised by the Rotary Club of Lymington—Charity No 1028522*

## TR Register Event List



### April

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](#)

## Warbirds and Wheels



Per head of population New Zealanders are undoubtedly car and aircraft enthusiasts on a massive scale bearing in mind they have numerous race tracks, many car clubs, and amazing collections of old aircraft. The museums are often privately owned by wealthy individuals who have decided to show their private collections. There is little or no financial gains for the owners, admission fees are low circa NZ\$20 for most museums about £12 and children under 16 are normally free with big reductions for OAP's and students. Coupled with a small population with some museums in relative remote areas especially on South Island. They make no business sense, but are the product of a passion.

New Zealand has an incredibly rich motor sport racing history which has developed the love of cars by its small but enthusiastic population. With names like Bruce McLaren, (founder of the McLaren Formula 1 Team), Denny Hulme (winner at Le Mans), Burt Munro (the movie "World's Fastest Indian" based on his Bonneville exploits) to current champions such as Scott Dixon racing Indy Cars and many more.

The variety of museums and collections is truly world class, and quite outstanding compared with the UK bearing in mind our substantial circa 65 Million population.

The Warbirds and Wheels museum is based at Wanaka, South Island, New Zealand and founded by local hero and businessman Sir Tim Wallis. The museum is inspired by this man's life of a legendary New Zealand pilot, deer farmer, entrepreneur, vintage warplane enthusiast and philanthropist. He founded the museum in 1994 and by this time he also owned a substantial collection of rare classic cars and so decided to combine the two.

Sir Tim a highly skilled pilot and one of the earliest helicopter pilots in New Zealand. He is a highly successful in businessman with a reputed net worth of circa \$70M. He generated his wealth mainly through deer farming.

He has had a colourful flying career including owning his own Mustang and Spitfire aircraft. Sir Tim had a serious accident flying his Spitfire during 1996, he was rushed to Dunedin Hospital and his injuries left him medically unfit to fly. Against all the odds he did survive and the Spitfire was rebuilt. I believe he actually returned to flying and flew the aircraft again.

His love of aircraft and cars is clearly demonstrated in this wonderful museum and a must to any car and aircraft loving tourist. The museum includes a world class collection of about 30 cars all meticulously restored dating from veteran to 1960's classics.

The star of the collection is a 1934 Model JA Duesenberg, only a handful of these exist outside the USA and the only one in the Southern Hemisphere. The original owner of the car was Hollywood actress Carole Lombard, who shared her passion for luxury cars with husband Clark Cable. At the time the Duesenberg was looked upon arguably as the world's best and most exclusive car and the most expensive.

Visiting a number of beautiful and interesting museums was a definite bonus of the Haka Historic Car Rally.



## Wessex Committee contact numbers



Group Leader and Chairperson	Nigel Jordan
Treasurer	Roy Clough
Vice Group Leader	To be filled
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



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

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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.alderton@gmail.com](mailto:tonycd.alderton@gmail.com)

Item	Code	Colours / size	Price £
Low profile heavy cotton drill cap	BC05 8	Black, Bottle Green, Bright Royal Blue, Classic Red, French Navy, Light Grey, Natural, White.	8.50
The favourite T shirt <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
The Club Mug			10.00