



WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971



www.wvpc.org.uk

'WESSEX WAYS' SEPTEMBER 2023

CHAIRMAN'S CHATTER

Hi everyone,

I was going to start this with the fact that the evenings were starting to get darker a bit earlier and here we are today with the weather better than at any time this year.

Anyway that doesn't alter the fact that after the September meeting there will only be a couple more and then it will be time for the Christmas Meal thought I would just throw that in to give you something to think about.

As most of you know I don't attend as many shows/rally's due mainly to a large family, but we did manage to get to Christchurch last Sunday and we enjoyed the day, luckily the sun shone and it was okay, well that's me done for now so you all drive and ride with care.

We would all like to wish John and Marjorie Shearing, many congratulations on their Diamond Wedding Anniversary.

Doug

CALENDAR OF FORTHCOMING EVENTS

Fri, Sat, Sun 8th – 10th September – Harmans Cross Steam Rally

Sunday 10th September – Cars on Christchurch Quay

Tuesday 12th September – Club Night

Sunday 24th September – Cars on Christchurch Quay

Sat 30th September – Sun 1st October – Burley Steam and Classic Show

Sunday 8th October – Cars on Christchurch Quay

Tuesday 10th October – Club Night

Tuesday 14th November – Club Night AGM

Tuesday 12th December – Club Night

Saturday 16th December – Christmas Meal at the Bridge House Hotel

CREAM TEA RUN ON SATURDAY 19TH AUGUST

Hi All,

On the 19th of August 18 members met at West-moors, for the run, the weather was good to us and we set off on the run which took us via Holt, Horton, Woodlands, Verwood, Ringwood, and Hurn eventually we finished at our destination, Basket's and Blooms.

Must say that we got looked after very well and all who took part thoroughly enjoyed the day.

I thank all members who came along, Doug,

PURBECK STEAM RALLY ON 11TH TO 13TH AUGUST

This event has not been held for 4 years so we were not sure what to expect. Steve Brown, Doug and myself met up on the Thursday to erect the gazebo and the fencing for our Club stand.

I brought my sides for the gazebo on Friday morning only to find that my sides were for a 5 metre gazebo and the one we had erected was only a 4 metre one. In the end we had only 4 cars on the stand. The wind was pretty high but luckily no rain and it was quite busy. I decided to take down the Club's gazebo that afternoon and bring my own 5 metre gazebo on Saturday.

Saturday morning Steve, me and a few other helpers erected the new gazebo. We had seven cars and one motorbike. Still windy but it was quite busy with a lot of trade stalls and a lot going on the arena.

Sunday we had eight cars on the stand and a lot of visitors to chat to. My thanks go to everybody who helped dismantle the gazebo and pack up. The usual queue to get out of the showground but all in all a good weekend and apparently it's back on the calendar for next year.



RUSTIC FAYRE AT VERWOOD ON MONDAY 28TH AUGUST.

Three of us met up at West Moors car park at 10-15 and arrived at Potterne Park with already a good selection of cars already parked up. Quite a few Club members in attendance, the weather was kind to us all day. The VW below although not a Club member was an amazing restoration and had to be seen to be believed.



VEHICLE OF THE MONTH – SINGER VOGUE



The first generation **Singer Vogue I/II/III/IV** models of 1961 to 1966, was a badge engineered version of the Hillman Super Minx. Introduced in July 1961, it was positioned above the Super Minx and Singer Gazelle in the Rootes Group range, and had quadruple headlights as well as a more powerful 66 bhp (49 kW; 67 PS) version of the 1,592 cc (97.1 cu in) Minx engine. The Series II version for 1963 had front disc brakes as standard, changes to the interior, removal of the chrome bonnet strip and a change to amber front indicator lenses. The Series III of 1964 gained six light bodywork and an increase in power to 84 bhp (63 kW; 85 PS). The final version of this generation, the Series IV was introduced at the 1965 motor show and saw the engine size increased to 1,725 cc (105.3 cu in) although there was no change in power output. The first generation Vogue was offered as a four door saloon and as an estate car.

The second generation **Singer New Vogue** launched at the 1966 British International Motor Show, was a badge engineered version of the Rootes Arrow saloon. More upmarket than the Hillman Hunter, it was powered by the same 1,725 cc (105.3 cu in) engine and was the first British car to feature rectangular headlamps. An estate version was released in April 1967. In New Zealand, Todd Motors produced a Singer Vogue as an up-market version of the Hunter. Prime differences were its wooden dashboard and door cappings. Along with all other Singer models the Vogue was discontinued in 1970 to be replaced by the short lived Sunbeam Vogue.