



# WESSEX NEWS

*Preserving the marque in Hampshire*

## A word from our leader

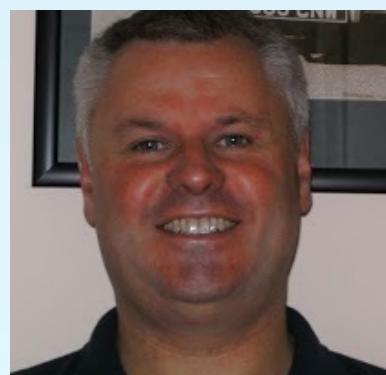
Well the weather has been kind on the whole and I hope you've taken the chance to get out in your TR even though we haven't had a Club Run this month. I missed last month's family day out to Bucklers Hard which looked like a lot of fun, but I was back from holiday in time for Invited Car Night, and what a great night it was! I had invited a number of local car clubs and we had in the region of 100 cars turn up on the night from Robin Atack's Riley Kestrel to a Ferrari 458, and everyone had a great time. You can read more about this fantastic evening and see some of the wonderful cars in the article later in this issue.

Earlier this month was the International Weekend; the "big" annual TR event which this year was held at the Yorkshire Event Centre in Harrogate. I drove the TR7 there and it was a great weekend although spoiled by some bad weather. Unfortunately there was no contingent from Wessex Group although I did see Roy, Ian and Julian on Saturday. The formal business of the IWE was to hold an EGM to vote on the new Articles of Association and this took place first thing on Saturday morning, with the new Articles duly being approved. The TR7 drove faultlessly there and back and covered in excess of 600 miles over the weekend. I'm always impressed with how comfortable the car is to drive, especially for long distances. As soon as I got back it was time to have the '7 MoT'd, which is always a nervous time, but I needn't have worried, apart from the small hole in the passenger floor which I knew about, it passed with flying colours – still a relief though!

Our next big show is the Concorde Classics Show at The Concorde Club in Eastleigh. I have booked a pitch for 8 cars and I like to have a good representation of all the cars if possible, from sidescreen to TR7/8, so if you'd like to display your car on the stand along with others from the Group then please get in touch.

Club Night on Tuesday is a natter 'n' noggin at The Empress of Blandings where there's plenty of room to kick tyres on a warm summer evening, so I hope to see you there.

Nigel



# Invited Car Night

Who needs a classic car show when you can come along to our Invited Car Night. This year we had just over 100 cars to enjoy a warm summers evening at IBM Hursley. Parking was straight onto the grass area next to the perimeter road, little point with these numbers in trying to use the car park. Unfortunately we did have to displace a couple of IBM club members fly fishing on the grass, I kid you not!

Top marks go to those of you who kindly put on yellow jackets and acted as marshals to guide our guests in and of course Roy who must have been a traffic policeman in another life!

Whilst this was a social evening in the company of like minded people, it serves us well to remember those who are less fortunate than ourselves. I'm very pleased to say we raised £150 on the evening which we will be presenting to the Naomi House Hospice for children. A worthy cause I'm sure you will agree.



Variety best described the evening with everything from the very elegant Jensen Interceptor (fuel consumption 12mpg! and 325 BHP) to a sweet light blue Ford Anglia (Original cost £580 and 39 BHP).

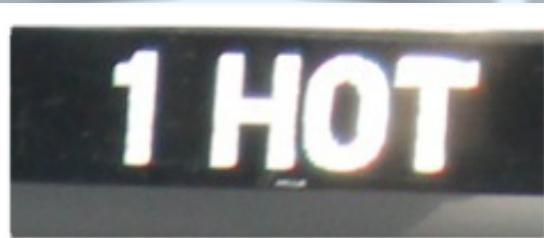


We were also graced by several Ferrari's which would have impressed me had we not just got back from Le Mans Classic. Apparently these cars are very expensive and very fast, shame then they couldn't get over a 2 inch dropped kerb!



*A rather nice TR5 parked between two other cars*

Owners also seemed keen to display their personalities through their choice of number plate, HOT seemed popular! but there is always one a little shy.



Rather than writing about the other cars I thought we would give you a flavour of the evening in pictures



See you next year

# IWE 2014

by Nigel Jordan

The International Weekend, or IWE is the biggest event in the TR Register calendar and a chance for everyone to get together in one place and “talk TR”. It’s a chance to meet up with old friends, to make new friends, buy the parts you need for your rebuild, attend technical seminars, and simply to see lots of cars in one place from cherished concours winners, to ordinary club cars used and abused on a regular basis. I have attended every year since I became involved in 2005 and I really look forward to it.

This year the IWE was held at the Yorkshire Event Centre in Harrogate, and it was a joint event with the Stag Owners Club who have shared the IWE with us before, and the focal point of this year’s event was to celebrate 60 years of the Swallow Doretti, the curvy sportscar built by the Swallow Coachbuilding Company using TR2 mechanicals. The location is not ideal for members based in the South, but it is argued that Malvern is not ideal for members based in the North, and so we have a compromise position with the event being held for 2 years at Malvern and 1 at Harrogate, with the last being in 2011. Unfortunately Wessex Group did not attend in numbers as we would do in Malvern and so the camping field was without the usual Wessex enclave.

My planned route was M27, A34, M40, A421 and A1(M), and Google maps told me this would take 5½ hours so I set off on Friday morning at around 08:30. The traffic was moving freely and there were no issues on the journey there, or on the return. Back in 2011 I took the TR4 and the fan belt shredded somewhere on the A1. Thankfully, there was no repeat of this incident and the TR7 ran faultlessly, covering in excess of 600 miles over the weekend, and I arrived at the YEC just before 3pm.

The main activity scheduled for Friday was the famous hill climb at Harewood House, still decorated with yellow bicycles having been the “Grand Depart” for the Tour De France last month. This meant the show ground was less busy than would normally be the case at Malvern.

As I drove through the show ground there were lots of people busily setting up their tents with their TR’s nearby, but when I arrived in the designated parking area, mine was the only car on the site.



Unfortunately, shortly after I arrived, the heavens opened and there was an almighty thunder storm as hurricane Bertha passed by – I was really glad I wasn't camping!



Saturday brought bright sunshine and blue skies and people were soon arriving in numbers to enjoy the day. The official business to be concluded first was the EGM to vote on the new Articles. This took place without any fuss and the Articles were duly approved. The trade stands were then opened and the programme for the day began.





The format for this year's IWE followed a similar pattern to previous years, Wayne Scott joined Graham Robson in the arena to introduce each marque in turn and talk about the history and development of the TR range, including the derivatives like Swallow Doretti.

Even yours truly was invited into the arena with my Fixed Head TR7 to show off the car as an example of the marque, and add comment as Wayne talked about the development of these Harris Mann designed cars.

After the marque development was completed the arena was turned over to the auto test where owners could pit their driving skills against the clock and negotiate a twisty course around cones. There was lots of tyre screeching and smoke, and some very impressive times were posted. I didn't feel brave enough to have a go, besides, if I broke it, it's a long walk home from there!



Away from the arena the traders and auto-jumblers were doing good business in the main halls, and the concours and pride of ownership entrants were preparing and polishing their cars. The Swallow Dorettis looked particularly impressive. For the more technically minded there were a number of technical seminars to attend such as classic car electrics, and gearbox/transmission rebuilds.

Back outside on Saturday afternoon there was an attempt to set an official Guinness world record for the largest parade of Triumph cars. All cars taking part had to pre-register for the attempt to be ratified, the convoy had to be moving, and had to cover a minimum of 3km's. I don't know exactly how many cars took part, but as you can image the convoy moved very slowly, and now we're waiting to hear if this feat will, indeed, make it into the Guinness Book of World Records!

I thoroughly enjoyed the International Weekend as I always do, and there is always more to see and do than time available, but it is fair to say that the change of venue brings a different atmosphere which wasn't helped this year by fewer people attending over the course of the weekend. Is this because of the venue being further north? Or is it because the format needs some changes to keep it fresh? Probably both are true, and the challenge for the organising committee is to make changes where they're needed to ensure the event remains appealing to the members, whilst keeping the elements that everyone likes – sounds like a simple matter of pleasing all the people all the time!

# July club run to Bucklers Hard

What better destination for a club run than a high street which has banned cars since 1971!

When we first thought of Bucklers Hard as the destination of our July run through the forest, we had images of bright morning sunshine peeking through the trees, bathing a dozen or so TR's as they double de-clutched and accelerated through the twists and turns of the New Forest on their way from Ower to the Beaulieu river. An afternoon spent picnicking on the grass, perhaps a local beer from the Master Builder's and then a pleasant river cruise to the mouth of the Beaulieu river. For the more adventurous a riverside stroll or a couple hours kayaking.

But you know how these runs turn out, the weather turns foul an hour before we are due to rendezvous so cars with leaky roofs are put back into the garage. A couple of the remaining cars get lost on the way held up no doubt by stubborn horses blocking the road. We arrive and the person meant to be meeting us isn't there so the special parking arrangements go to pot. The grass is too wet for picnics, the river cruise has broken down and the kayaks have no paddles. But not this time!

What a great day we had, a seamless route by Stuart, led by Geoff, meandered through the forest on a lovely summers morning, no one got lost, no one got wet and no one broke down.



The cars were guided through to Jane, the Bucklers Hard manager, who had opened the electric gate marked 'private' and allowed us to park right on the high street, in the best spot to show off the cars.



Even before we had all the cars lined up visitors were walking over to admire the cars and chat with their owners. Gordon's 'boudoir special' TR3 taking up more than enough attention. It was also nice to see Alex's 6 in the flesh and it's a fine looking car....we liked the idea of a hard top seeing as the temperature was pushing 80 degrees! I was slightly jealous till he mentioned his just rebuilt diff was leaking!

The afternoon was spent well, out came the tables and chairs, fine crockery matched the wine and home prepared gourmet food was served, well that's what Jane and Geoff had, we had rolls and crisps.

After lunch kayaking was offered and it was great to see so many showing their balance and poise as they did indeed meander up the Beaulieu river, not to be seen again for an hour or two. I can't say if anyone got wet but I counted them all out dry....but wasn't there when they came back! Once again our intrepid photographer Kevin was on hand to take some pictures, I must admit to having a small wager with other members, on who would fall in first, him or the kayakers.



I think we can say the day was a success and it was great to add our cars to an already historic location. Jane the BH manager was very pleased with our turnout and added some pictures to their [Facebook page](#). As we were so well behaved we might be allowed back next year....what do you think, fancy doing it again?



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Finally, instead of a shot of Freda, I thought we would have a picture of Freda's future owner (maybe!). Our great nephew Sebastian, was born on New Years Day and is the son of one of the directors of New Forest Activities who provided the Kayaks for your enjoyment. Oops just seen that Freda did get in shot! Note he already adopts the ideal steering grip!

[Bucklers Hard web site](#)

[New Forest Activities](#)

## Natter & Noggin 26th August

By way of a change, our regular August Natter & Noggin will be held at the Empress of Blandings Pub on the Romsey Road.



The pub has a very large car park affording us the chance to bring along our TR's and show them off whilst chatting to fellow members with a warm beer (other drinks are available) in the glorious evening sunshine. The pub also serves decent food so I'm told, so you needn't go without your supper. We look forward to seeing you all from 7.30pm.

The Empress of Blandings Public House  
Romsey Road  
Copythorne  
Hampshire  
SO40 2PF

[Empress of Blandings website](#)

[Trip Advisor](#)

[Google map](#)

## Concorde Classic Car Show

This years event takes place on Sunday 14th September 2014 at The Concorde Club, Stoneham Lane, Eastleigh, Hampshire, SO50 9HQ. Nigel has arranged a pitch for 8 of our cars to be displayed . He would like to try and get one of each model TR as a good representation. If you want a place for your car, please contact Nigel and let him know.

You can read more about the event here :-

[Concord Classic](#)

## September Run - Cream Tea



The September run will be the re-scheduled Cream Tea Run. We will be going to the Bramble Hill Hotel, Bramshaw, New Forest, Hampshire SO43 7JG.

Meeting at Ower Services we will depart at 2pm on Sunday 21st September , for a short slowish drive around the new Forest, before arriving at our destination for the main event... Scones.

Keep your fingers crossed for a nice sunny autumnal day.



## October run to Athelhampton House



The date of this run has been changed from that originally published. It will now take place on Sunday 19th October 2014. The run will also start from a different location, Furlong Short Stay Public Car Park in Ringwood just off the Mansfield Road. Departure will be promptly at 10.45am. A tour of the property has been booked by Geoff who is leading the run, and this will take place at 2pm.

Athelhampton House is a stunning 15th Century house and is bursting with fantastic history whilst boasting some of the most breathtaking gardens in the area. The gardens are full of variety, the formal architecture is balanced by woodland scenes, and The Great Court, with its striking pyramid shaped yew trees is the most famous of gardens. Originally planted to punctuate the corners of planted rose beds, the trees now dominate.

There is an on site restaurant and a pub nearby.

For more information on what promises to be an excellent destination for our run, have a look at the website

[\*\*Athelhampton House & Gardens\*\*](#)

# 2014 Diary of Events

## Wessex Group Events

### August 2014

**24th** Simply Classics - Beaulieu National Motor Museum

#### Simply Classics

**26th** Club Night - Natter and Noggin

### September 2014

**14th** The Concorde Club Classic and Sports Car Show

#### Concorde Classic

**21st** Club Run for a Cream Tea Run at the Bramble Hill Hotel.  
Depart Ower Services at **2pm**

#### Bramble Hill Hotel

**23rd** Club Night - Barbecue at the Nondescripts Club, Lyndhurst.

### October 2014

**19th** **\*\*Note - this date has changed from that previously published\*\***

Club Run to Athelhampton House , Dorchester, Dorset  
Depart from Furlong Car Park, Ringwood **10.45am.**

#### Athelhampton House

**28th** Club Night - A lecture by Mr Bill Woodhouse, the former MD of Tornado Cars  
8pm The Nondescripts Club, Lyndhurst.

### November 2014

**25th** Club Night - Details to follow

## December 2014

13th              Christmas Meal - Venue to be confirmed

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

## Other Events of Interest

**12th-14th Sept**        Goodwood Revival Meeting  
<http://www.goodwood.co.uk/revival/welcome.aspx>

## Contact Details

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	Jim Pullen	01425 618532



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