
WESSEX NEWS

The lovely summer is continuing apace, perfect days for getting out and about in your old cars. I hope everyone is getting the opportunity to do just that. There are two events coming up in our calendar which will give you the perfect opportunity.

Sunday 20th July gives you the opportunity for a drive through the beautiful New Forest and then take your car into Bucklers Hard and park it on the grass, in the heart of the historic village. I really hope you can all join us, it will make for an amazing photo opportunity, and a brilliant afternoon out. Don't forget, this day is for the whole family, those without TR's can meet us there around 12.30, where they will also benefit from the special price of £10 a car being given us by the Beaulieu Estate. For full information of what there is to see and do please see page 16.

Our Annual Invited Car night at IBM Hursley, takes place on the 22nd. I have yet to attend this event, but am looking forward to a really good display of lots of different Marques. Directions to the venue can be found in the June issue of Wessex News.

There is plenty for you to read about in this months newsletter including, the winners of last months Clean Car Night awards and a piece about my first trip to Classic Le Mans.

Once again, an appeal for any of you attending interesting or new events this summer, to write a small piece with some pictures for the coming months publications. Kevin has done just that writing about a bus event.

Look forward to seeing you all at our upcoming events.

Lorraine Pullen
Editor



A word from our leader

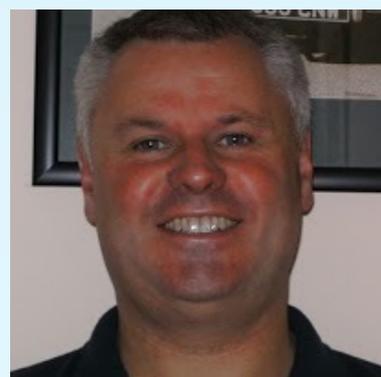
“The exception proves the rule” as the saying goes, and having moved our monthly club runs to the 2nd Sunday each month, starting in June, this month our Run is on the 3rd Sunday, so make sure you’ve got the correct date in your diary. Sunday 20th July is our family day out to Bucklers Hard, including the opportunity to go kayaking on the Beaulieu River. Unfortunately I won’t be able to join in because I’ll still be away on holiday, but I’m sure it’ll be very enjoyable and a great day out. We had a reasonable turn out for our Clean Car Night at Hursley, although not as many as the past year or two. The standard was exceptionally high again and it was great to see Peter Harper back in the fold with his superbly presented TR4 having sold his Stag. The ex-USA car has been converted to right hand drive, and Peter has done a lot of the work on the car himself, and he deservedly won the best ‘4/4A category. Congratulations to all our winners, and especially Stephen James who retained the “Best In Show” award for his mint TR6. With only 2 TR7’s attending I had a 50% chance of winning, but I ended up with the “At Least Its On The Road” award!

I had an enjoyable day at the Standard Triumph Marque Day at Brooklands. The home of British motor racing with the famous banking, and the home of British aviation with the Vickers factory. Sadly the banking is no longer in use, and all but a small section has been levelled when the area was redeveloped, but Test Hill is still operational and lots of cars were taking the chance to drive this famous hill. Classic Triumphs, great aircraft, great history – what’s not to like! Great to bump into Wessex members Nick and Paola, and Robin and Sharon too.

On the car front, driving home from Middle Wallop after our outing to the Museum of Army Flying, I lost electrics to several instruments, the brake lights and indicators on the TR4. This turned out to be a blown fuse and a very simple fix – even for me! I wish all the fixes could be this simple! MoT time is looming for the TR7 in August, and for the ‘4 a little later in October. A small hole in the TR7 floor pan needs attention but apart from that I’m not expecting any problems. Fingers crossed, and I only hope the MoT tester likes it better than the Clean Car Night judges!

See you at Club Night

Nigel



Clean Car Night

The day of this years Clean Car Night dawned bright and sunny, so hopefully it was going to be a good night. Unfortunately, England were playing football in Brazil, desperately trying to stay in the competition, and the day before , Wimbledon had started. Pitched against these two major event, the turnout was smaller than in previous years. That doesn't mean that the competition was any less fierce. The quality of the cars on display was excellent and judging took some time.



One again Jim and I were without our car as she was laid up in Waterlooville but it appeared we were not the only ones with technical issues. There were quite a few members present without their TR's.

Whilst the serious business of judging was underway, the barbecue area was busy with Jane and Paola cooking their own, and everyone else's supper.

it was also a chance to wander around and have a look at the cars and the motorcycle, a rather nice Harley Davidson.



One car was attracting a lot of attention, a very pretty Wedgwood blue TR4, being proudly displayed by Peter Harper.



Peter had just finished a full restoration on the car. He purchased it as a left hand drive American import from a man in New Milton who imports all sorts of cars from dry states. We were quite interested to hear about this as Jim has visited the business on a couple of occasions to look at the imported cars. I wont tell you much more about the car now, as Peter has agreed to write a piece about the restoration for a future newsletter, but just so you can see what he started with, he sent me this picture.



Here are a few of the other cars on display





After a re-count and further judging in one category, it was time to award the prizes



TR2/3
Michael Eatough



TR4/4a
Peter Harper



TR5/6
Jerry Wilson



TR7/8
Nick Lyle



Guest Car
Karl Bolton (KVG)



Broken Piston
Nigel Jordan



Best in Show
Retained by Steven James for his Red TR6

Always room for one more!

by Michael Eatough

Those of you who know me will realise I have a passion for old cars, which we all share. I have a small collection which numbers nine. I know I must be deranged but sometimes I cannot help myself. My family think I am quite mad but seem to tolerate my unreasonable tastes in motorcars.

The story begins after I returned from a trip to Portugal in my old Porsche 356, my son Marcus and I had a lovely ten day tour of the Algarve with the 356 club. Upon return my car needed a minor repair. Not far from home there is a 356 specialist, it is a hobby for the gentleman concerned, I am most fortunate because he has considerable knowledge of these cars. The repair took no more than 30 minutes, and the old Porsche was running perfectly again.

Nearby my friends workshop, there is another workshop and storage area for cars imported from the USA. These are normally cars with good bodies bleached and burnt by the sun from Nevada, or California, they are mainly European cars ready for restoration, you will find old TR's, MG's, sometimes early Porsche and a host of other interesting cars. I know the owner quite well and often just have a quick look and chat.

I was inching past in the 356 and something in the storage area caught my eye. It was a Mercedes Ponton, a car I have always admired. I just wish I had not seen that car. To make matters worse, this 1957 Ponton had perfect chrome, a wonderful interior, a valve radio which works perfectly, beautiful gleaming paintwork, sliding roof and original condition to die for, I could not believe it. Sometimes, the owner Simon Grayson, finds really nice cars, he has contacts who will view quickly and give him an opinion. The opinion was good and the car was bought.

I decided to go home and have a think, but the next day I bought the car, I could not resist it. The car is quite stunning with a massive history file from new. The car was ordered in March 1957 and delivered to Rome in July 1957, the owner being Stanley Monroe Smith an American architect working in Saudi Arabia. The car was shipped to Saudi from Rome where it stayed for the next 18 months.

During 1958 Stanley went home to the USA, he lived in Beverly Hills where the car lived until 2001. Stanley by now an old man sold the car to Eugene Lyle who lives in Oregon. Eugene never used the car, he placed her into storage and she has driven only 11 miles during the last 13 years. I have every invoice from new including the original invoice direct from Mercedes in Stuttgart, it is a massive file. The car came with all the original tools, books and an old car cover in white, and all beautifully cared for. I can imagine the old Ponton at Stanley's house under that cover.

She has covered 90,000 miles from new and despite being not in use she started quite easily with a fresh battery and some new fuel. She runs sweetly but needs a major overall and some recommissioning, I am currently trying to get a UK number plate issued and doing battle with DVLA. They think the original invoice which says new and ex works is not proof of age, luckily Daimler Benz produced an original letter within two days confirming the car was new during July 1957 so hope that does the trick.

To end the story, I have found Stan is still alive so have written to him he is now 97, and Eugene is 87. I think this Ponton will be a great car, but it will be next year before she is on the road.



Editors Note :- The business Michael bought this beauty from is the same place Peter Harper purchased his TR4 which won best in class at the Clean Car Night. It can be located at the rear of the Ferndene Farm Shop, Bashley Cross Road, New Milton, BH25 5SY. It is a goldmine of old cars, Jim follows the owner Simon on Ebay where he trades as **trchin** and always has some interesting vehicles for sale.

Classic Le Mans 2014

Many months ago, we were invited to join some friends on a trip to France to attend the Le Mans Classic event. Rather than the camping experience offered by the TR Register, ours was to be a more civilised affair, staying in a gite, a few miles from the track. And so it was, that on a beautiful sunny Thursday morning we found ourselves at Poole, in the queue for the ferry to Cherbourg. We were travelling in convoy with a rather bright yellow MG midget and would be meeting a Jasmine TR6 in France. Sadly our TR6, Freda was once again languishing in the garages of JSW in Waterlooville, so we were luckily travelling in air-conditioned comfort, on what turned out to be the hottest day of the year so far.

It took a while to load all of the cars as many were very old and very low, but soon we were on our way sailing out past Brownsea Island and Old Harry Rocks on a very still sea. 4 hours later, we were in France and setting off on a long slowish drive behind the Midget, but we progressed nicely and arrived at our Gite. It looked lovely outside, but sadly inside it was another story, which once we get our deposit back, I will share. There was though another unexpected guest, as well as the six adults staying, we were told by the agent, that a Pine Marten had managed to get into the roof, and they couldn't catch it. Now I actually know what sort of animal that is and wasn't too worried, that is until that night, when at about 11pm suddenly, about a foot above my head in a sloped ceiling room, this thing started to disco dance!! the noise was amazing and it scared the c**p out of me, so sleep was not really something I got a lot of all weekend.

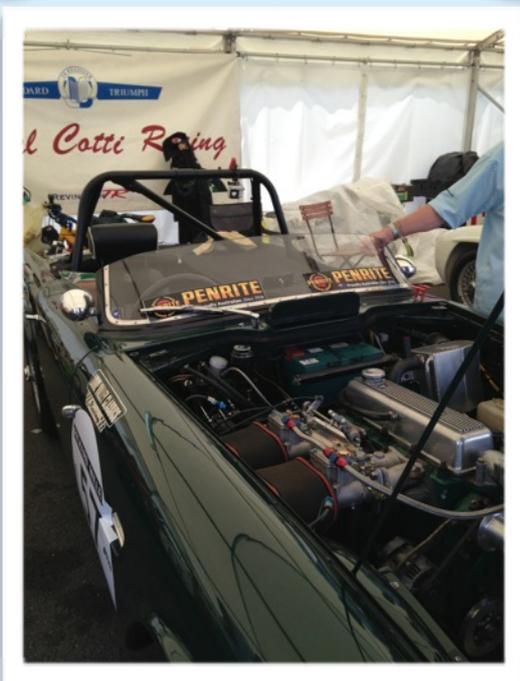


Friday morning saw us not so bright eyed and bushy tailed as the Pine Marten. We left the house mid morning and went on a recce to the track, now in true British style we followed all the signposts, and subsequently drove about 30km in a big circle around the course. The journey was never ending. A look at the map showed we could have done the journey in about 15 minutes from where we were staying, instead, the signposted route took over an hour. Finally though, after trying for ages to find our car park and being sent to three different places, we were in.

Our friends had been to previous events and they were immediately struck by how big and busy it had become. We headed off and soon found ourselves at the paddock. Our weekend tickets allowed us access so in we went.



It was busy with lots of cars and people but very interesting. We soon found the Penrite Triumph team.



And then after a long walk around in the very hot sunshine it was time for an ice cream and then back to the gite for the evening. Whilst walking around we had all noticed that the people manning the entrances were easily persuaded into letting people do what they wanted, with this in mind we decided that the following morning we would ignore all the direction signs and get into the track from the other side.

Saturday race day arrived, but the sunshine had gone somewhere else, it was cold and blustery with lots of showers. We set off very early to the track, on the shorter route, as our friends both had a track lap in their cars. It was billed as a parade lap and was to be closely monitored. This did not though stop lots of the drivers from thinking they were in a race. Jim and I took our seat in the Dunlop stand and watched as hundreds of private cars of all ages and sizes attempted to race one another behind the safety car.

It had rained overnight, and this had been the first rain since the Le Mans 24 hour race a few weeks previously, the combination of rain, oil and rubber, made for an extremely slippery track and cars began spinning all over the place.

We sat watching as people put their own cars at risk, and sadly some didn't come off very well. I am not too sure what these people told their insurance companies about how the damage was caused.



This Lamborghini looked very sad.

Our friends made it round unscathed and then we sat waiting for the racing to start. There was plenty going on to keep us amused, and the last event on the track before the racing was an event for kids in their mini replica cars. They had the opportunity to do a Le Mans start and then drive up the track for a short distance.



The races were split into 6 grids, each for cars from a particular period, rather than those of similar engine size and power. Each group of cars was to race three times over a 24 hour period starting at 5pm on Saturday through to 5pm on Sunday.

The first grid was for cars from 1923 - 1929. and as soon as the race started we knew we were in for a spectacle. In this group were three bright green Talbot 105's.

After the obligatory Le mans start and then reforming for a proper start the leaders were charging towards us at the Dunlop Bridge. The lead was closely contested by Number 12 a Talbot from 1931 driven by Gavin Burnett and Number 2 a Talbot Lago Monoplace Decalee from 1939.



Just as the cars passed us the leader No 12 slowed with a problem. He made it back to the pits and after some running repairs he was off again, now in last place. What followed was the most amazing drive I think I have ever seen. No 12 stormed through the field over the next 30 minutes or so to eventually get back into second place where he finished. The crowds were on their feet. Brilliant.

After that, there was lots to live up to for the remaining grids and we were not disappointed. Each car ran its first race in daylight and then the second races took place at night. As much as we wanted too, there was too much to see in the daytime, so we didn't stay. I can only imagine it was equally as impressive, as it rained for a lot of the night.

Sunday dawned and we were back in the track just in time to see the last race for grid one. No 12 and No 2 were now sharing wins and it was all down to the last race. Once again closely fought and No 12 was the victor, a very popular win with the crowds.

Now we were seeing cars race we hadn't seen before. Grid 3 contained our first Penrite Oil TR car. This one, a TR2 from 1955, driven by Fender and Broad up against a lot of far more powerful cars, a win was probably never on the cards, but they certainly gave us an excellent show of racing. Towards the end of the race the heavens opened, but none of the drivers was prepared to give up and racing continued.





Grid 4 was where we saw the next Penrite Oil team car, slightly confusingly the TR's all had the number 57 on them. Easy to follow in the race, but not when trying to sort out photos for the newsletter !

This time the car was a TR3 S from 1959 driven by a team of Sidery-Smith, Sykes, Bull and Revington.

It had dried up by now, so no driving in torrential rain, but the track was still slippery.



Grid 5 saw the final Penrite Oil team car take to the track, this time a TRS from 1961 with the same team of drivers. For a full list of results of all of the races you can follow this link to the race report

[Le Mans Classic Race Report](#)

And so the weekend racing was over and after another night spent with the dancing Pine Marten, it was time to head back to Cherbourg for our ferry. At this point the MG Midget in our group, that had been struggling all weekend , threw in the towel. Two hours of repairs and lots of parts saw it back on the road, and we made it in time for the ferry, although we had to give up our trip to the airborne museum in Sainte-Mère-Église. Never mind maybe next time.

A full album of photos is available for all to view on our Facebook page - **[Click Here](#)**

Big Bangs & Buses

By Kevin Warrington

Most Wessex TR'ers will have picked up that I have more than a passing interest in all forms of ancient transport, including retired omnibuses. Combining this with the Triumph interest has resulted over the past few years in some events that have involved the local bus museum collection in Portsmouth that I am involved with intersecting with Wessex TR events. Our Sunday Run back in March found us stopping for an impromptu coffee break at Fort Nelson atop Portsdown Hill overlooking Portsmouth and the Isle of Wight.

I found myself at Fort Nelson again last Sunday, this time with the buses not the TR as we had organised a "Rally and Running Day" in conjunction with the Royal Armouries Museum. Most of the vehicles attending were red, nearly all had a strong local connection with the area and all except two had a connection no matter how tenuous with the Leyland Motor Company. So that provides a neat connection with TRs since the majority of our cars were built during the time when Standard-Triumph were owned by Leyland Motors.

"Our" little organisation is the founding member of something called the Working Omnibus Museum Project, the idea of which is rather than just to display the vehicles in a static environment to take the vehicles out onto the road so that people are able to experience riding on the transport of yesteryear. Of course, it isn't that simple as even the newest of the vehicles are rapidly approaching 50 years old, most have crash gearboxes and none have power steering. And to drive one, you need to either hold or have recently held a PSV licence. If all that wasn't enough, not only are we unable to charge fares for riding on the vehicles, we cannot even solicit donations for fear of falling foul of the law.



from left to right – ex Portsmouth Leyland Atlantean dating from 1964, formerly part owned by Kevin and the actual bus that he regularly went to school on; Bristol VRTSL6L ex-Southdown; a 1950's Brighton Corporation Leyland PD2; Bristol SU4A, ex Southern National; a later Leyland Atlantean, also formerly used in Portsmouth, a Leyland National and finally an open top Atlantean, the most recent acquisition at the bus museum. All fitted with Leyland engines and the Bristol company was shortly to be absorbed by Leyland to give them a complete monopoly over bus supply in the UK.

Sunday's event turned out to be very successful. With many vehicles on static display, a regular service was run from Cosham and Fareham railway station to Fort Nelson – a location usually inaccessible by public transport and whether it was the attraction of the destination or the free journey, we don't know, but visitor numbers were up by well over 1000 compared to a typical Sunday in July, so everyone was happy. Trips were also run into the village at Southwick and down to the bus museum depot in Portchester. Portsmouth buses rarely encountered hills in their service lives and with Fort Nelson sitting on top of the highest hill for miles around, the scheduling was interesting with return trips taking three times the time of the outward trip!



Recently restored and rescued from its former life as a parcels office! This is a 1947 Leyland PS1/1 single deck coach with Eastern Coachworks body, new to Southdown and originally used as a long distance coach



The open top Atlantean. A few final details to complete the restoration.

The highlight of the day was the firing of the one o'clock gun. A rumour went around that a target was required and your writer was nominated by many of his so-called friends as a likely suspect. They also required a willing volunteer to pull the trigger, or whatever one does to pop off a 25 pounder former Second World War artillery piece. If you've come to our Invited Car Club Night, you may have met Phil Marfleet who usually brings the little red Bedford bus along. Phil drew the sort straw. Assuming that he brings one of the buses along to this year's event, you may have to speak a little louder to him. It may well have only been a few ounces of cordite to set off the blank round, but it was an impressive bang!



July Club Run to Bucklers Hard

Pitched in the middle of summer to give us the best chance of great weather here are details of our July run. Please note this will be held on Sunday 20th July due to a clash of car clubs at the venue. Although the run is for TR's, the activities at Bucklers Hard are open to all family and friends and they are welcome to join us there.



Starting from Ower Services at 11.30am (so a lay in for you) we will have a leisurely run through the prettiest parts of the New Forest including Rhinefield Ornamental Drive, Brockenhurst and Beaulieu Road before arriving at Bucklers hard.

No parking with the hoi polloi in the general car park on this one! We will take a small detour and park on the main street of Bucklers Hard, on the gently sloping grass. A fantastic photo opportunity in itself!

To engage you further you will have access to the Maritime Museum, Shipwrights Cottage and St Mary's Chapel. Plus the opportunity to take the river cruise (additional payment required) or the lovely walk alongside the river to Baileys Hard or if you are feeling energetic the Montagu Arms at Beaulieu.

Whilst admiring the cars and taking in the vista you can enjoy a picnic on the grass or have a meal in the Master Builder Pub, they might even be running their outdoor barbecue. You can also enjoy food in the Captain's Cabin Tea Rooms and enjoy an afternoon tea with sandwiches, scones, cakes and hot drinks.



As I have friends in low places you will also have the chance to take a Kayak on the river for a trip upstream to check out the moored yachts and river side homes. It's a great way to unwind and go with the flow, watch the wildlife and generally chill. Changing rooms and showers are available and you wont fall in unless you want to! All safety equipment is provided, you and your family will be in safe hands.

For those of you who can't fit in the TR you can come along as a family and just pay the same discounted rate as the cars. The day has been planned as a family event with a TR theme, we hope to see you all here with your families to enjoy a lovely day messing about on the river and enjoying what **Bucklers Hard** has to offer.

Even the cost is simple, £10 per car (regardless of occupant numbers) And families and friends without a TR, the same £10. The Kayaking is totally free. **Kayaking**

We do hope you can join us on what promises to be a fantastic day.

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](#)

2014 Diary of Events

Wessex Group Events

July 2014

19th Fordingbridge Summer Festival - Classic Car Show

Fordingbridge Summer Festival

20th **This date has changed from that originally published**
Club Run -New Forest & Bucklers Hard Family Day
Depart **11.30am** Ower Services

22nd Invited car night at the IBM Social Club, Hursley, Hants, SO21 2JN **7pm**

August 2014

3rd Lymington Classic Car Show - Application by 19th July 2014

Lymington Classic Car Show

8th - 11th International Weekend
The Yorkshire Showground, Harrogate
More details to follow

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
We will be having a group stand at this show - details to follow

Concorde Classic

21st Club Run - Cream Tea Run

23rd Club Night - Barbecue

October 2014

12th Club Run - destination yet to be announce

28th Club Night - Lecture (Awaits)

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>

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