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# WESSEX NEWS

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## *Preserving the marque in Hampshire*

### **\*\* Change of monthly run dates from June 2014 \*\***

The monthly runs have, for some years, taken place on the 4th Sunday in the month and the monthly meetings on the 4th Tuesday. This results in two group events taking place within either 2 or 5 days of one another. In addition, there is a clash between a run and a Bank Holiday weekend in May most years.

**Therefore from June 2014 the monthly run will take place on the 2nd Sunday in the month.**

The last weekend has been perfect sports car driving here in the UK and I hope you all made the most of it. Typically for me, I had long ago arranged a quick visit to my dad in Spain for a bit of sunshine. I left last Thursday, just as the sun came out in the UK and arrived in a dull and overcast Costa Blanca where I have spent the weekend sat under cloudy skies. I was pretty jealous of you all back here basking in perfect TR driving weather.

The summer programme is now under way with two events in the last month, which are recorded on the following pages. This month sees two club runs and next month will see the removal of the large green blob at the top of this page!

As well as editing the newsletter and going along with Jim to events in our TR6, I also do voluntary work for Oakhaven Hospice and keep a rather large garden in check. This month I combined these two interests and held a plant sale to raise funds for Oakhaven. I grew everything myself and successfully raised a nice sum of money for them. There are however, quite a few plants left. So I shall put them in the back of the car and bring them along to our pub night out on the 27th, if you would like to take any please ask me there. They are mostly annual bedding plants but not stuff you would get at a garden centre.

Look forward to seeing you all on the run to Stourhead on Sunday.

## A word from our leader

Hi everybody, I'm sorry I missed April Club Night and the Scalextric evening. This was great fun last year and I hope those who attended had an equally good evening, reliving their childhood playing with toy cars!

We're well into the year now and the main show season is just around the corner. We attended Basingstoke Festival of Transport earlier in May with Kennet Valley Group and had a great display of 8 cars, and a group of us attended the Thruxton Easter Revival event on Easter Sunday. I really enjoy these historic race meetings and this event was particularly enjoyable for me; you can read why in my report on the event later in this edition.

I took the TR7 to Thruxton and again it ran faultlessly and I'm really enjoying the '7 at the moment. On the drive back I was caught in an almighty monsoon of a shower and the roads were suddenly transformed into rivers. The car was fine and the double-speed wipers reminded me what a "modern" car the '7 is, although the de-mister struggled to keep the 'screen clear. I also developed a wet patch on the passenger footwell carpet. This reminded me I have a small hole in the floor which will need attention before the next MoT.

My plans to get the '4 re-trimmed are progressing and I've met an auto trimmer locally who I'll use. First of all though I need to replace the heater matrix, and whilst the dash is out for this job, there's another couple of jobs that need doing – the list seems endless - but the car is booked in with Colin at CTM and once the heater is fixed and the dash reinstalled the car will be ready for its re-trim in red.

Sunday 25<sup>th</sup> is our Club Run to Stourhead so hope you'll come along and enjoy this visit with us, otherwise I'll see you at The Queens Head at Fishers Pond for our Club Night "Awayday" on Tuesday 27<sup>th</sup>. We have a room reserved for anyone wishing to have a meal and the food there is really good, so, see you on Club Night.

Neil Winscom is a familiar face to many of you having been a Wessex Group member ever since the very early days. Neil was editor of Wessex News between April and September 1989 and is a former Group Leader having taken over the role from Bill Chorley in August 1991 and serving until September 1993. Throughout all of this time Neil has been a member of the Wessex Social Committee where he has contributed to the ideas and work that goes on behind the scenes in arranging events and runs, including, of course, our popular annual Duck Race each year in the New Forest which he's been organising since the first race back in 1989. After decades of service to the Group Neil has decided to retire from the Social Committee and I should like to place on record my sincere thanks to Neil for all the hard work he has put in over the years which has helped make Wessex Group what it is today. His clarity of thought and wise advice will be missed around the committee table, and I only hope the extra time he has will be put to good use starting the re-build of his TR6! Thank you Neil, on behalf of Wessex Group members old and new.

Nigel



## April Club Night

Our group meeting this month had a competitive theme with John, kindly bringing along his Scalextric and much fun was had by all. John pointed out that speed wasn't everything but that didn't stop some cars being launched dangerously near pints of warm beer. Fortunately there were plenty of 'Marshalls' on hand to put the cars back on the track, or not depending on their allegiance. Tony Alderton had a master class in Scalextric tactics from one of the newer members and I'm sure will be looking for a rematch.



It was also good to see a 4A in the car park particularly as this one had an argument with an Oak Tree whilst sitting in it its garage during the winter storms, Peter Bailey had the car repaired at Classic Restore in Eastleigh where the group had a visit last April and looked stunning.

Our May meeting is at The Queens Head PH, Fishers Pond, Eastleigh, Hants, SO50 7HF for a drink and a chat. If you fancy something to eat the

food menu doesn't look bad and there is an offer on the website that you can sign up to for a bit of money off as well. Have a look here for more information.

<https://www.oldenglishinns.co.uk/our-locations/the-queens-head-fishers-pond>

And finally the answers to the "guess the Cars" from last month were a BMW Isetta and a Reliant Scimitar.

# Thruxton Easter Revival 2014

by Nigel Jordan

2013 saw the inaugural Easter Revival event at Thruxton Race Circuit and Wessex TR Group were invited to attend and make a small display of cars at the entrance as an added attraction for the public. Following the success of this event, it was back again over Easter weekend 2014, and we were again asked to provide a small display of cars to add to the overall atmosphere, and with the offer of 2 free entry tickets per vehicle – it was an offer I couldn't refuse! I was joined by Kevin and Ann, Geoff and Jane, Richard and his mate Loz (Laurence), and we were met at the circuit by Andy Spencer in his TR3 and his mate in a TR6, both from Brunel Group, who were down for the weekend.

You'll remember the weather on Easter Sunday was cold and wet, which was a pity because the day before had been fine, but c'est la vie – at least it would make the racing exciting.

Thruxton was famous in the late sixties and seventies for the Easter bank holiday F2 race meeting, where then-current F1 drivers raced at the Hampshire circuit in the impressive F2 category. The 2014 event was billed to be bigger than 2013 and included the first round of the new for 2014, Super Touring Car Championship, which is a mouthwatering prospect for any BTCC

fan hankering after the glory days of the sport in the 1990's. Other championships on the schedule were Historic Formula Ford 1600 & 2000, 70's & Historic Road Sports, Classic Racing Cars, Historic Touring Cars, Formula Junior and GT & Sports Racing cars and the thundering Formula 5000's. Something to cater for every preference, I think you'll agree.

I like to start the day by exploring the paddock and watching the various cars get fettled ready for racing. This varies from individual owner/drivers with a mate on the spanners, to semi-pro and pro historic racing teams with large support vehicles and teams of technicians. On my wander around I stopped at the racing TR2 with the bonnet up. This TR2 is a familiar car at historic race meetings and is owned by Richard Owen who is a TR Register member in Kennet Valley Group. The TR engine is race tuned by Racetorations which is a performance tuning company run by Darrel Uprichard, one of the founders of the TR Register. Richard is lucky enough not only to own the TR2, but he also owns the giant Ford Galaxie 500 as well. The Galaxie is huge compared to the little TR2, and the rocket motor styling of the rear lights plant it squarely in the US in the late '50's and early '60's when this styling was all the rage, as the motor manufacturers looked to the skies for styling inspiration from the jet-age and the space-age.





Unfortunately I didn't see the TR2 race, but I watched the Galaxie as it powered round in the Historic Touring Cars Championship. It was involved in a fantastic scrap with a Hillman Imp. Needless to say the mighty Ford was quick on the straights, but was caught in the corners with the Imp willing to change direction much more quickly. This was great fun from my vantage point looking towards the exit of the chicane, and there would be a huge cheer as the Imp caught the Galaxie on the exit only to see it gradually pull away on the start/finish straight. There's no replacement for displacement as the saying goes and eventually the Galaxie got ahead of the Imp and made it stick finishing at the back of the pack in 19<sup>th</sup> but ahead of the little Imp at an average speed of 76.38mph.



Of all the racing grids the one I was most looking forward to was the Super Touring Car championship. The grid consisted of BTCC classics from the '90's and noughties including Alfa Romeo 156s, Nissan Primeras, BMW M3s, Honda Accords, a Williams Renault Laguna, a Zakspeed MkII Escort and a flame-spitting Ford Sierra RS500. There was also a 1998 Peugeot 406 and a 1997 Vauxhall Vectra bouncing off the kerbs, and the names on the side windows of these cars... Patrick Watts and John Cleland, 2 names and old rivals from BTCC in the late '90's.

John Cleland is a double BTCC championship winner having won the title in his debut season as a works driver for Vauxhall in 1989 in a Vauxhall Astra GTE, and then again in 1995 in the 2 litre Cavalier GSi. Back then I was tooling round in a Vauxhall Astra before moving up to a Vectra, and I used to love watching John Cleland, first in the Cavalier and then in the less competitive Vectra, do battle against the BMW's, Audi's and Sierra's of the day – no quarter was given - and so it was a real treat to see the man himself once again behind the wheel of the *actual* Vectra he drove in 1997/98.

John Cleland is just as fiercely competitive as he ever was, as he proved on Saturday qualifying 5<sup>th</sup> on the grid but coming through the traffic to win the race. James Dodd was on Pole in the Honda Accord with Patrick Watts in the Peugeot 406 sitting next to him on the front row, with John Cleland back in 5<sup>th</sup> position. Dodd led the race from Pole with Cleland getting to 3<sup>rd</sup> position immediately and into 2<sup>nd</sup> position by lap 4. The two battled it out with Watts holding onto 3<sup>rd</sup> until Dodd had to retire the Honda on lap 13, handing the lead to Cleland, which he held onto to win the race with Watts coming second in the 406. Cleland's average speed over the 15 laps was 104.93mph and his best lap was 1:19.674.

This win gave Cleland Pole position for the second Championship race on Sunday, with Watts next to him on the front row and Paul Smith in one of the Nissan Primera's behind him in 3<sup>rd</sup>. The weather had turned bad, and with a wet track after several showers most cars were on wet tyres including Cleland. Cleland led the race from Pole with Smith falling out of contention on the first lap, and he maintained the lead for the first 4 laps but I could tell he was struggling to fend off Watts in the 406 and Simon Gerrard in the Williams Renault Laguna. Sure enough, when they went through the chicane on lap 5, Cleland had dropped to 3<sup>rd</sup> yielding the lead to Watts, with Gerrard on his bumper in second. They maintained this order until the end with Watts taking the chequered flag, Simon Gerrard 2<sup>nd</sup> and John Cleland 3<sup>rd</sup>. Patrick Watts average speed in the wet conditions was 96.59mph and he recorded the fastest lap of the race with 1:26.094.

After the race I scooted back to the paddock and to the garages where the cars were being returned, and I was able to watch as John Cleland and his pit crew pushed the Vectra back into the garage. Clearly, I could tell he wasn't happy, and he was speaking quite abruptly to his pit team. I listened to the conversation and it transpired there had been a problem with the alternator which had shred its belt, which in turn had affected the steering of the car. This was enough to cause Cleland to yield the lead to Watts on lap 5, although he was able to maintain 3<sup>rd</sup> ahead of the rest of the pack who were less competitive. In fact despite these problems he still finished 4 seconds ahead of the 4<sup>th</sup> placed Alfa 156 GTa.





Once the car was parked and John had gone off to his motorhome to change I chatted to the technicians who explained that the day before, on the Saturday, the alternator was positioned too far over to the right and they noticed chafing on the belt. The alternator was moved a few millimetres to the left and it was assumed all was well. As it transpired, it had been moved too far by just a few millimetres, and enough to shred the belt causing the problem.

Once John had changed and returned to the garage I got the chance to chat to him and asked him what had happened. He confirmed he felt a problem with the steering and knew the belt had shredded. I commented that he appeared to have a comfortable lead early on and he said the car was “going fine” and that it was “no problem, no problem at all” to keep Watts and Gerrard behind, until he lost the belt. He kindly posed for a photo but I could tell he wasn’t really in the mood to chat, plus it’s a long drive back to the Borders, so I let him go and he resumed his “conversation” with the pit crew. As I walked away I heard him saying rather loudly: “and another thing....that was definitely slicks today!”



Reminiscent I thought of his outburst at Brands Hatch in the 1992 title race when he shouted “The man’s an animal!” after he was shunted off by Steve Soper causing him to lose the championship to Tim Harvey.



The man’s a gent. John Cleland

I had a thoroughly enjoyable day at Thruxton and despite the weather I watched some fantastic close racing and saw some great cars in action.

I hope this event goes from strength to strength and becomes a permanent fixture every year at Easter.

## Basingstoke Festival of Transport

To say the weather was unpredictable in the week leading up to the festival, would be an understatement, but with a promising forecast for Sunday, it was time to load up the car and head North.

After leaving the South coast in glorious sunshine, a very pretty route up the Test Valley saw us heading into overcast skies and the threat of rain. The route into the show ground was very well signposted, and we knew we were in for good day because Tony Alderton in his Jasmine TR250 was a few cars ahead of us in the queue. He would never have come if there was a chance of it getting wet.

We were quickly in and on our plot and were joined soon after by Jeff and Jane Glover and Kevin and Ann Warrington.



Shortly after three cars from the Kennet Valley Group joined us and Peter Bailey in his newly repaired car brought up the rear. We were sandwiched between some brightly painted Morris Minors and Hillman Imps, so we looked quite smart.



Then, Back from the Future, the DeLorean's arrived



Sadly none of them appeared to have a “Flux Capacitor” so the chances of reaching 88 miles an hour seemed slim.

There were lots of other lovely cars, but as it was a Festival of Transport, there were also other interesting vehicles to look at. On our journey in we had overtaken a Routemaster bus, the number 12 to Trafalgar Square. It was obviously a bit lost seeing as it was on the A303.



Here is just a taste of what was on display.



These two ladies are obviously used to sitting around for hours in fields,



But for some, it was all a bit much



Then whilst wandering around the hundreds of cars, lorries and buses we very nearly tripped over this tiny car. Its an Acoma Mini Comtesse



Acoma, at its height was building 3,500 microcars a year including the Super Coupe, Super Sport, Star and Starlette. All but one had just 50cc or under engines.

These cars were built with tiny 47cc engines during the 70's in France where they didn't require to be registered or for the driver to hold a licence. Incredibly this isn't the smallest manufactured car, the Peel P50 takes that record but it runs a pretty close second.

The car has a 'gullwing' folding door on one side and a regular door on the other and features electric start, fully automatic, lights, wipers and indicators. It weighed just 135kg and had a top speed of 31mph if you were brave enough! Whilst the car has only three wheels if you look closely at the photo you will notice additional wheels to try and prevent it rolling over. The engine was mounted on the front wheel and braking was by the rear wheels only.

This particular car was imported and restored in 2012....I hope he didn't have far to drive to get to the show!



## Club run to Stourhead House

### May 25th 2014

Our May club run is going to be Stourhead House in Wiltshire. Stourhead is a National Trust property set in over 2,500 acres with a stunning Palladian Mansion and landscaped gardens.



We will meet at Ower Services for a 10.30am departure, suggested routing will take us up the A36 to Salisbury where we will take the southerly part of the ring road onto the A3094 and A30 leading us to the B3089 towards Teffont Magna and then a short run up the A303 to Stourhead. Total distance there is roughly 42 miles and will take about 1 hour 15 minutes.

There is plenty of parking at Stourhead, but assuming it will be quite busy on a Sunday it would be good to arrive as a group and hopefully be able to park together. There are excellent toilets just yards from the pay and display car park and the usual NT shop, cafe and a farm shop.

You can walk the grounds for free but payment is required to visit the landscaped gardens and house. There is a pub within the grounds just 10 minutes walk from the parking that serves cooked meals and warm beer, The cafe next to the car park also serves hot and cold food and is licensed. Of course you can also take a picnic to enjoy in the grounds.



We have picked up plenty of booklets for your passenger to peruse on your journey. I have included some links below to tell you more about the house and its history and look forward to seeing you all on the

**[Stourhead House National Trust](#)**

**[Stourhead House Wikipedia](#)**

## Club run to Museum of Army Flying June 8th 2014

For one edition only there is information about two runs in the newsletter. This is because the June run is the first to take place on the new day, the 2nd Sunday in the month .

This run takes us to the Museum of Army Flying at Middle Wallop , Hampshire . We will be departing from Ower services at 10.30am

Parking is free and there is a cafe and picnic area. Have a look at the website for further information about the museum and facilities.

**Page 14** contains the directions for the run provided by Tony

<http://www.armyflying.com>

## Fordingbridge Summer Festival Classic Car Show



This event takes place the day before our family day at Bucklers Hard on Saturday 19th July 2014, so its going to be a busy, fun weekend in the TR's . The event has a Classic Car element and application forms can be found here :-

[http://www.fordingbridgesummerfestival.org.uk/?p=Classic Cars](http://www.fordingbridgesummerfestival.org.uk/?p=Classic_Cars)

If you decide to attend, you should submit your application form, then please can you send an email letting us know to [wessextrnewsletter@gmail.com](mailto:wessextrnewsletter@gmail.com) . There are no club parking areas set aside, so we will meet up nearby and go in together to make sure we look at our best .

DIRECTIONS		Approx. distance to next instruction	Total distance
From Ower Services @ RAB take 4 <sup>th</sup> Exit A36 - SP Salisbury, Wellow, Plaitford & Landford		1.8	1.8
@ Wellow TL in to Blackhill Road/Furzley Lane - SP Bramshaw		2.9	4.7
@ + straight over B3079 to continue on Furzley Lane (no SP)		1.2	5.9
@ + TR on to B3078 - SP Fordingbridge & Downton		1.8	7.7
@ fork take R Fork on to B3080 - SP Downton, Woodfalls & Hale		3.7	11.4
@ Downton (opposite small green on left, before High St.) TR in to Barford Lane (no SP)		4.4	15.8
Past Alderbury sign then on bend take next TR in to Tunnel Hill/School Hill/Light's Lane - SP Alderbury		0.7	16.5
@ TJ TL on to Southampton Road (no SP)		0.3	16.8
@ + TR in to Clarendon Road/long Drive - SP Clarendon Park, Farley, East Grimstead & Pitton		2.7	19.5
@ TJ TR on to Grimstead Road/Dean Road - SP West Dean & Lockerley		2.0	21.5
@ West Dean TJ TL on to Moody's Hill - SP West Dean		0.3	21.8
@ Green before River & level crossing TR - SP Romsey, Lockerley, East Dean, West Dean Sawmill & Dean Hill Park.		2.6	24.4
@ TJ TR on to Lockerley Road - SP Romsey		0.5	24.9
@ Butt's Green (Lockerley Motors) TL in to Butts Green/Lockerley Road - SP Mottisfont		1.2	26.1
@ TJ TL on to B3084 - SP Broughton & Mottisfont		5.8	31.9
@ + cross A30 on B3084 - SP The Wallops & Tidworth		1.9	33.8
@ + TR on to A343 - SP The Wallops & Andover		1.2	35.0
@ Museum of Army Flying TR in to car park.		You should have arrived!	

RAB:=Roundabout, TL:=Turn Left, TR:=Turn Right, SP:=Sign Post, TJ:=T Junction, TrL:=Traffic Lights, +:=Cross Roads.

# 2014 Diary of Events

## Wessex Group Events

### May 2014

- 25th** Club Run - Stourhead NT  
Depart **10.30am** Ower Services
- 27th** Club Night **7pm** - An evening at the Pub. Join fellow members for a drink and chat at The Queens Head PH, Fishers Pond, Eastleigh, Hants, SO50 7HF

### June 2014

- 8th** Club Run - Museum of Army Flying  
Middle Wallop Depart **10.30am** Ower Services
- 24th** Clean car night at the IBM Social Club, Hursley, Hants, SO21 2JN - **7pm**

### July 2014

- 4th - 6th** Classic Le Mans - visit the TR Register micro site for further details  
<http://www.tr-register.co.uk/CLM2014/>
- 19th** Fordingbridge Summer Festival - Classic Car Show  
Entry forms can be found at  
[http://www.fordingbridgesummerfestival.org.uk/?p=Classic\\_Cars](http://www.fordingbridgesummerfestival.org.uk/?p=Classic_Cars)
- 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  
[http://www.lymingtonrotary.org.uk/SS\\_2014\\_CAR\\_SHOW.html](http://www.lymingtonrotary.org.uk/SS_2014_CAR_SHOW.html)
- 8th - 11th** International Weekend  
The Yorkshire Showground, Harrogate  
More details to follow
- 24th** Simply Classics - Beaulieu National Motor Museum  
<http://www.beaulieu.co.uk/beaulieu-events/club-rally/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  
<http://www.concordeclassics.co.uk/index.html>
- 21st** Club Run - Cream Tea Run
- 23rd** Club Night - Barbecue

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



Thanks to all of you who have joined our facebook community. The pages are receiving regular views from lots of people, but I am sure there are a few of you who haven't had a look yet, so don't be shy, find your January Newsletter and follow the instructions to join in.

Please feel free to post anything on the page you wish to share with the group, but once again remember it is a public page.

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

## Other Events of Interest

- 28th June** Ferndown Classic Car Show  
King George V Playing Fields  
Applications by 1st May email [assistant@ferndown.co.uk](mailto:assistant@ferndown.co.uk) for a form
- 13th July** New Milton Classic Car Show  
<http://www.newmiltonevents.co.uk>
- 12th-14th Sept** Goodwood Revival Meeting  
<http://www.goodwood.co.uk/revival/welcome.aspx>

## Contact Details

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