



WESSEX NEWS

Preserving the marque in Hampshire

Classical Rambling

A house move is in the offing, and as all keen garageists know the house is the least of the problems....

So, with a distinct lack of enthusiasm I have commenced battle with years of accumulated debris and 'useful' items – tins of polish, leather interior care, transmission fluid, bumper black buffer – where did that come from and why?

I think the winner so far has to be a set of roof bar feet suitable for a Land Rover sold in 1998; there is also a rocket firing kit, a portable fire escape system, based on lowering you safely on a rope and ratchet; this was actually proved highly effective again and again one long night in Somerset many years ago.

I have found the Austin Seven lubrication chart I have been looking for and there are some other useful gems amongst the grime and gear oil. Now all I have to worry about is the logistics of ferrying cars and people to the new abode in a vaguely organised fashion – military strategy has nothing on this.

James

This month's highlights

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A word from our leader



Hi everybody,

One aspect of classic and historic motoring that has always fascinated and interested me over the years are the stories of the barn or garage find. Until very recently it is only something that happened to other people. A few weeks ago Jim Pullen and I were both contacted separately by someone who wanted some advice on the value of a TR5 and restoration possibilities. This we duly did and then found we had both been asked the same question.

In 1978, the late father-in-law of the brother of the chap who contacted us drove his blue TR5 into a leaky old asbestolux garage in Southampton where it has remained ever since. An extremely rusty and sorry looking car (from photographs) has now been moved out of the garage with a view to selling.

So 38 years on this blue TR has seen the light of day for the first time.

If it was not for the fact it is a 5, it would probably be dismissed as a hopeless case. It will be interesting to see what develops over the next few weeks and months although it has gone very quiet at the moment.

Back to Wessex TR business. We had a good skittles club night evening last month, though it nearly turned into a Lyle family benefit. This month's club night on the 22nd at the Nondescripts should be very interesting with Michael Eatough talking about his Trans-Am experience last year. Before that is the club run which will start at Ower at 11am and finish at The Osborne View near Hillhead, Lee-on-Solent. Let's hope the weather is fine.

We have had to change the April club night. We were going to Roche Manufacturing but I learnt last week that we couldn't as a customer was having his car restored and did not want anyone to see it!! Exactly what happened 2 years ago when we were all set to go and had it cancelled. Anyhow the visit will hopefully happen in October and we will have Roy's quiz instead at The Nondescripts.

Finally I would like to welcome three new members this month, William Redcliffe, Ian Walker and Mathew Sandys-Winsch. I hope we see you at one of our meetings. Also farewell to a longstanding Wessex member, Richard Nevines.

Ttfn

Stuart

Technicalities No 2 Of a TR4A



Over the last year or so the brake fluid in the TR kept going down. I checked for a leak; but no luck, so the silicon brake fluid was going somewhere. The brakes were getting heavier and I realised the brake servo was filling up. Time to strip this and replace the seals. To do this I purchased a service kit from `PowerTrack ltd` for £126. I know I could buy a replacement servo from Moss; but I like to keep it original and it was a challenge.



When you cut the steel band, have a large `G` clamp to hold the vacuum chamber together, because inside is a big spring which flies around the workshop.



I drained about a pint of dirty brake fluid which had dissolved rubber seals floating in it. As you can see from the photo the seals had lost their form and turned into a green sludge. The next job is to try getting out the plug to the control piston. For this drill and tap a screw and give it a good pull.



This is what it looks like when stripped. Take lots of pictures so that you can see how it goes together. PowerTrack give you a Girling service sheet which helps greatly. You will need to polish the bores if they are not too badly scored.



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A word of warning inside the main output bore is an antiknock piston which has a tiny ball bearing. This flies off and like me you're on your hand and knees scouring the garage floor for the pesky thing. I never did find mine, so had to get another from PowerTrack who also sent me a spare main seal, free of charge. Since the brake servo was now stripped apart I decided to get the vacuum chambers replated in zinc and passivate. The unit had rust spots and most of the original coating had worn off.



This is the service kit. The Girling instructions explain how to assemble this.

You will also need a drill press to hold the 2 halves of the vacuum chamber against the spring as you close it up and fit the new band.

The photo below shows everything ready for assembly.



In the kit you will find a generous sachet of rubber grease which I assumed you lather all over the rubber seals, so I did this and found when I tested the servo on the TR driving up the road all the brakes locked with much squealing and smoke from the tyres.



Being a bloke I didn't need to read the instructions, we fellas never do, and that was my down fall. Apparently the control piston seals are lightly covered in brake fluid and not rubber grease. If you do, you will find the control piston jams solid. The only way to drive home was to crack open the brake pipe from the servo to release the pressure and drive using the handbrake. An exciting time. One of the tricky instructions is to check the free movement of the `T` lever valve, which open and closes to release pressure in the vacuum chamber when you brake. In the photo you can see the cover plate yet to be fitted.



Would I do this again the answer is yes! I gained immense satisfaction from making the unit work better than it has done for years. After this I needed a beer. Cheers.



Adrian Thompson

The Hawk Run



Valentine's day this year coincided with our Group Run to the Hawk Conservancy near Andover, and again the weather although fresh turned out to be a good day to blow out some of those cobwebs gained over the Christmas period for both car and occupants.

Now I have the relevant luxury of an oversized Rover SD1 heater in my Grinall TR7v8, but it was struggling to hold back the icy wind, So hats off (brrrrrr) to Steve and Sue & who turned up suitably clad in their magnificent Blue TR2, and Geoff and Jane, who are never ones to shy away from a bit of frost bite, not to mention the hardy Peter.

To get the best of the day we ventured on an untested trail to our destination, even finding time to check out Grateley railway station's interesting car park; untested I hear you say, well I had devised the map via an ITN convertor without testing the route, then transferred that to Google maps to give my unexpecting followers a map for a change. As those who know me will understand, I normally say 'just follow me I promise I will not lose you' and true to my nature I never lost anyone on this trip either.



Tony also joined us at the starting point at Ower services in his recently panelled beaten Z4 and Kevin and Anne met us at the centre both in their modern well heated and draught proof convertibles.

On arrival we were advised to have lunch in the aptly named Feathers Restaurant to beat the rush, and on entering and losing ourselves in this vast empty space, I must admit I thought 'who are they kidding?' only for ten minutes later for the place to be packed as the early morning Wings of Africa display duly finished.



The selection of food was, I thought, well cooked and served and then like starving vultures we left to explore the wonderful world of "Birds of Prey".

John Davies

Skittles Club Night



The regular (at least it seems to be becoming a fixture) skittles match took place on the February club night and was thoroughly enjoyed by all. Thirty-two of us turned up and divided into two teams, the TR2s and the TR4s. We played two games and being a member of the TR4s, I am pleased to say we won on the scores for the two games but honours were even with both teams registering one win each.



The dead-eyed skittlers

The best ladies score was by Francesca Lyle, who pipped Sue Chorley by one point and for the men Geoff (dead eye) Glover did the business by beating James Lyle by a similar margin. Killer finished off the evening and James just managed to come out on top by winning from Geoff. It was turning into a benefit evening for the Lyle family!

Half way through the evening 26 of us sat down to recharge the batteries with some food before we had killer to finish up with. Many thanks to the skittle putter uppers and to John Davies for keeping score and hustling the bowlers up.

It was good to see Robert Jackson, one of the founding members of Wessex group there together with his wife, Rose and son, Gregory. Hopefully we shall see more of them as the year progresses.

Stuart Thompson

The Oldest Navigator in the World

I first met Dorothy Caldwell during 2012 when she competed with her son Alistair. They drove the Trans Am from New York to Alaska which was an 8,500 Classic Car Rally which included race tracks, regularity sections at high average speed, rough gravel roads and many other challenges. Alistair and Dorothy did well and won a class prize, and she proved herself to be an excellent navigator. You may think nothing too unusual about that.



We met again during June 2015, when Dorothy and Alistair entered the second Trans Am - another long endurance event lasting more than three weeks from Halifax Nova Scotia to San Francisco. Once again the duo did well and Dorothy proved herself to be an excellent navigator. The interesting point here is that Dorothy was a bright and sprightly 97 year old. Yes, 97 - this is not a misprint or mistake. They competed in a well-prepared Rolls Royce Silver Cloud Three. It may be worth mentioning that Alistair is aged 72, and a truly excellent driver, and probably one of the most experienced Classic Car rally competitors in Europe. Both have interesting stories to tell.

Dorothy and her husband, who I believe was a vet, immigrated to New Zealand in the late 1940's. Alistair was brought up there in a motoring and racing family. He lived in an environment which was dominated by cars. He was able to drive from the age of 12, accompanied by Dorothy, and gained a full license at 15. Alistair's brother was a skilled racing driver who was unfortunately killed during the mid-1960's whilst racing.



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Alistair, although a highly skilled driver, spent much of his early life training to be a motor racing mechanic. He moved back to the England and managed to find accommodation with an aunt. He wanted to work at McLaren, but they had no vacancy for a young trainee. He decided any job at McLaren would do and accepted a role as a cleaner. He quickly demonstrated his enthusiasm and on his second working day was promoted to mechanic.

Caldwell became instrumental in helping to develop McLaren race cars and was highly respected by the racing fraternity and by Bruce McLaren. Alistair helped Bruce win a Grand Prix at Monza by disobeying an order by running a different but stronger set of drive shafts.

Later Alistair became Team Manager of the McLaren Grand Prix team and managed James Hunt to victory. The story is well documented in the film "Rush". Alistair is one of life's winners who would have been successful in any line of work he chose. Today he owns a lovely classic car collection including a beautiful pre-war Alfa Romeo designed by Enzo Ferrari who in those days worked for Alfa.

Dorothy says she caught the rally bug from her family, her brother was also a keen enthusiast and of course her sons followed in the family tradition. Her first rally was in Suffolk in 2011; this went well and since then she has been to Burma, and competed in two Trans Am's and is taking part in the Hakka Rally later this year in New Zealand. I think by then she will be 98.



Dorothy has been quoted saying “I’m the last of my generation now. I’m starting to find it harder. I need glasses for distance”. But says she will “only do rallies if Alistair takes the Rolls. It’s more comfortable than his sports cars, and it has air conditioning”.

Both Dorothy and Alistair are remarkable for different reasons. Alistair is a brilliant driver, and his well-prepared Silver Cloud is a match for other cars. On the long straight roads its powerful V8 engine easily propels the car at high speed and the sight of the Rolls in the mirror of my Mercedes Fintail was not uncommon as they often flew past.

Dorothy is highly articulate, with all her faculties, she is sociable and always made an effort to talk to all the competitors. She is a one off, and I hope she can continue for many years to come.

I first met Alistair during 2005 on the London Lisbon rally, it was then I fell in love with his beautiful pre-war Alfa which I think was created with a small number of other Alfa cars for the Mille Miglia of around 1938. I do know Alistair is competing in the Paris Vienna rally this June without Dorothy, and I am also entered. Alistair has been outright winner of this event in the past and I would not bet against him this year. He is one of the best drivers I have ever seen with superb judgement honed by a lifetime of competition.

I do hope I get a chance to meet with Dorothy again, she seems to have many miles still left on the clock. I have a feeling I will.



TR Wessex Group
Run
Sunday May 15th
2016



For our May run we are planning a scenic drive through Dorset ending up at the Walled Garden at Moreton. Here we can take afternoon tea at the Dovecote Farm Shop and Café. The Walled Garden is a beautiful three acre landscaped garden with a variety of plant environments, stream-fed ponds and large lawn spaces, styled on the original Georgian and subsequent Victorian design with long borders, formal gardens, wetland features and woodland.

The Dovecote Farm Shop and Café opened in June 2015, specialising in local ingredients sourced, where possible within a 25 mile radius. Offering an all-day brunch menu with all of the regulars including wonderful mushrooms and parmesan on toast, a lunch menu with a selection of seasonal salads, ploughmans and sandwiches, and a "Specials Board" with a few of the chef's creations, e.g. wild boar burger in a brioche bun with hand cut chips and seasonal side salad, soup of the day with sourdough. A special feature of the Dovecote café is that many of the staff have special educational needs and disabilities. This real life working environment is aimed at providing these young people with the skills and understanding to enable them to work elsewhere within the catering industry in the future.

Moreton has been occupied for a very long time. There is evidence of Bronze and Iron Age settlements here, including the remnants of hut circles. The village has always been based on farming the fertile lands either side of the River Frome which meanders slowly eastwards towards Wareham and Poole Harbour. Originally "Moor Tun ", loosely translated as the village on the moor, or bog, the farmers drained the bogs and channelled the river to create broad meadows and other pastures, creating Thomas Hardy's "Vale of the Great Dairies ".

The village falls within Moreton Estate, the longest single ownership estate in Dorset and one of the oldest 50 estates in England! The Framptons go back to a de Frampton who married the daughter of the local squire in the 1300's and, through her lineage, even further back! The estate has had its share of heroes and villains including Tregonwell Frampton who, as keeper of the Kings Horses, founded Newmarket Racecourse and was known as the "Father of the Turf ". Later Framptons were responsible for arresting the Tolpuddle Martyrs and charging the Sherborne riots with the Queen's Own Dorset Yeomanry. In the centre of the village is St. Nicholas' Church, famous internationally for its engraved glass windows — all the stained glass having been blown out by a German bomber in WW2.

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The village school was in use until 1967, it then lay derelict until 2001 when it was restored and is now a tearoom. The Church Yard (not a cemetery) is located adjacent to the gardens, bordered by a hedge with a portico gatehouse. At the far end lies Lawrence of Arabia. Why is he here? It's a long story but he was a soldier at Bovington, hiding from the world and living a slightly strange life. He rented a cottage (Clouds Hill) from his cousins the Framptons and when he died following his motorcycle accident, his family asked their cousins if he could be buried here. During WW2, Moreton was full of American Army units and all the fields had Nissen Huts as far as the eye could see. Moreton House was a hospital and still has doors in the cellars and attics that have ward numbers chalked on them. While you are down at the ford - the longest in Dorset - if you watch carefully and quietly, you may see kingfishers, the occasional pike or a salmon.

Tony Alderton

Total distance	Approx. distance to	Driving Directions from Avon Heath Country Park to Morton Gardens DT2 8RG – probably worth printing these off!
0.0	In	From Avon Heath Country Park drive back towards A31
0.5	0.9	@ RAB take 2nd Exit in to Woolsbridge Road
1.4	2.1	@ TJ TL on to Horton Road/Ringwood Road
3.5	0.1	@ Three Legged Cross RAB take 1st Exit - SP W. Moors, Ferndown & Horton
3.6	0.1	@ RAB take 2nd Exit - SP Horton
3.7	3.2	Take next Left in to Holt Road – SP Lower Mannington, Row & Holt
6.9	2.1	@ TJ TL on to Holt Lane – SP Holt & Wimborne Minster
9.0	0.7	@ Furzehill TJ TL on to B3078 – SP Wimborne
9.7	0.4	@ TrL TR in to Stone Lane - SP Hospital & Other Routes
10.1	5.0	@ TrL TR on to B3082 - SP Tarrant Keyneston & Blandford
15.1	1.2	@ Tarrant Keyneston + TL - SP Tarrant Crawford
16.3	2.2	@ staggered + TR - (no SP)
18.5	0.4	@ TJ TL on to A354 (no SP)
18.9	0.1	@ RAB take 3rd Exit - SP Blandford & Blandford St. Mary
19.0	0.3	@ RAB take 2nd Exit on to Bournemouth Road - SP Blandford
19.3	0.1	@ Blandford St. Mary RAB take 1st Exit in to West Street (no SP)
19.4	3.8	@ next Junction on right, fork Right <u>taking the 2nd road</u> , Fair Mile Road - SP Winterborne Stickland
23.2	0.3	@ TJ TL on to North Street - SP Stickland, W-Houghton, Whitechurch & Milton Abbas
23.5	2.5	Pass the Crown Pub on left & then take 2nd Right , crossing West Street in to Dunbury Lane pass village school on left - SP Milton Abbas, Hilton & Milborne St. Andrew
26.0	3.1	@ small grass triangle on right TR - SP Hilton, Milborne St. Andrew & Milton Abbey
29.1	0.4	@ Milborne St. Andrew TL on to A354 - SP Blandford, Winterbourne & Whitechurch. Then almost immediately take next Right in to The Causeway - SP Village Hall
29.5	5.1	@ + TR in to Lane End (no SP). In 1.7 miles continue under A35 on to B3390 - SP Warmwell, Crossways, Affpuddle & Briantspuddle. Pass Wessex Trailers on right, over bridge.
34.6	0.8	Take next Left in to Hurst Road - SP Moreton & Wool
35.4	0.1	@ TJ TL (no SP)
35.5	0.1	@ Moreton Tea Rooms on left follow the road round to the right and then take first right up track to Car Park - SP Moreton Gardens, Dovecote Farm Shop & Café. You have arrived.

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

The New Forest Run – 2016 details



2016 Run Details

This year's Run starts from Ringwood (Long Stay Lorry Park) at approximately 10.00am on **Sunday April 17th**.

The run itself is intended to be a leisurely drive through the New Forest and surrounding countryside in the company of other Triumphs and their owners. This year's Run will end at Highcliffe Castle where we hope you will be able to relax and enjoy the scenery before embarking on your journey home.

Although organised by the Wessex Area of the Triumph Sports Six Club with the assistance of the Southern Area of the TR Drivers Club, this event involves the participation of members from all the Triumph Clubs including the TR Register and the Stag Owners. If you own a Triumph you are welcome to join in. The event involves a leisurely drive around the western region of the New Forest and Surrounding Countryside in the company of fellow enthusiasts.

The camaraderie of the event is an excellent example of how all the Triumph Clubs can work together at a local level for the good of the Triumph Marque and the Classic Car movement as a whole. To this end we support the Federation of British Historic Vehicle Clubs and their "Drive It Day", the aim of which is to keep historic vehicles on the road and the preservation of our road transport heritage.

Two cars – two companies - two outcomes



Loafing idly at my laptop pretending to be engaged in worthwhile activity, my mind wandered to classic matters as it has a tendency to do. The question that floated to the top this time was: how could Triumph and Mercedes arrive at such disparate solutions to the ideal sports car and why did one fall and the other flourish? As the TR range evolved, its final flowering via the 5 was the face lifted 6, which hit production in 1968 and perished in 1976. The Mercedes SL evolved from a 50's icon into the 60's through the 70's and 80's – my focus, the R107 – and onwards to the present day.

I of course have a vested interest in both cars owning an SL – my fourth – and a 6 – a first. Both are hugely enjoyable, but oh so different and as far as company outcomes are concerned the 6 was of course a final hurrah for mass production soft top Triumphs.

I have written about the 6 in previous editions but a summary would be a great but deeply flawed car undone by strikes, mis-management and a lack of care and investment in the company; after all, in 1945 Triumph held the aces but Mercedes definitively won the peace. The SL by 1971 had evolved through the delicate Pagoda into a car that was nether sporting or light in the accepted sense. It was beautifully built – if rust prone – safe and offered with a selection of engines, gearboxes and an integral hard top. Crucially it was, and felt, utterly reliable – the kind of car you can cover continents in. Of course, price had a bit to do with this, with the Mercedes costing £6995 against £1847.09 for the 6 – an eye-watering difference. Triumph made 105553 for all markets across 8 years, Mercedes 237287 over 18 years – which interestingly meant both companies hit virtually identical annual production figures – 13194 for Triumph and 13182 for Mercedes.

Mercedes gave the impression of knowing exactly what they wanted, and how they were going to go about it – the promotional material at the time is confident and assured whereas Triumph had a rather one-dimensional macho-men-drive-the-6 mentality. Triumph dealers must have pulled their hair out at times with Lord Stokes presiding over BL from 68 – 75, caught in the crossfire of government meddling and industrial unrest; it was indeed a sorry tale of decline and fall.

Happily both models have survived into old age and offer something different for about the same money today; it's just a huge shame that whilst Mercedes thrives Triumph is long buried, a victim of circumstances beyond the company's individual control. Two disparate, but in their own way, successful solutions to building a sports car but very sadly only one solution to remaining a car manufacturer.

Diary of Events 2016

Month 2016	Event	Location / Details
March 20th	The Osborne View	Hill Head Road, Hill Head, Fareham PO14 3JP. Details to follow
22 nd	Club Night	Talk at The Nondescripts Club Michael Eatough talks about his Trans Am trip from 8.00pm
April 17 th	Club Run	Triumph New Forest Run. See page 11
22 nd – 24 th (25 th) 2016	Country Lane Tours 8th CREDIT CRUNCH SPECIAL	
24 th	Drive it day	
26 th	Roy's Quiz Night	The Nondescripts Club from 8.00pm
May 8 th	Basingstoke Festival of Transport	
15 th DATE / VENUE CHANGED	Club Run	The Dovecot Farmshop and café Dorchester, DT2 8RG 07786 444378 Meet at Avon Heath – details pages 9 & 10.
24 th	Club Away Night	The Sir Walter Tyrrell, Lyndhurst, Hampshire, SO43 7HD 023 8081 3170 http://www.sirwalmartyrrell.co.uk Details to follow
June 12 th	Club Run	details to follow
18 th / 19 th	Vectis Historic Car Club, Cowes, Isle of Wight; further details from Stuart Thompson.	
28 th	Pride of Ownership	
July 3 rd Date changed	Club Run	The Lavender Fields, Alton – details to follow http://www.thelavenderfields.co.uk
15 th – 17 th	TR Register International Weekend	Lincolnshire Show Ground Lincoln LN2 2NA http://www.tr-register.co.uk/event/2016/07/0001/TR-Register-International-Weekend-2016
26 th	Invited car night and BBQ, IBM Hursley @ Hursley Park, Winchester SO21 from 7.00pm	
August 23 rd	Club Night	Natter and Noggin, The Nondescripts Club 8.00pm
September 11 th	Club Run	The Cream Tea Run – details to follow
17 th – 18 th	International Classic Car show - Isle of Wight - Newport Quay and Ryde Esplanade	
20 th	Club Night	The BBQ – The Nondescripts Club, Lyndhurst 8.00pm
October 9 th	Club Run	Details to follow
25 th	Club Night	Visit to Roach Manufacturing – details to follow
November 22 nd	Club Night	DVD night at The Nondescripts Club 8.00pm

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

Preparation is the Key

Michael Eatough will be talking about his Trans Am trip

March 22nd from 8.00pm at the Nondescripts Club



When you take part in an Endurance Rally part of the pleasure is the social side, after driving some 7,500 miles in four weeks across North America you get to know your competitors and their cars well. These events are tough on the cars which are subjected to every type of driving condition you can think of. The Trans Am, which took place last June, lasted four weeks, started in Halifax Nova Scotia and ended in San Francisco. During the event the cars faced driving circuits, speed events, Regularity with high average speeds on gravel and rough roads - not to mention driving across mountain ranges such as the Rocky Mountains, desert in Nevada, high temperatures, low temperatures, flood conditions, lots of mud, long distance fast roads and so on. This means the cars need to be good.

I have one car prepared for Endurance Events and Classic Car rallies, it is not pretty, but it is good. The key to its success is meticulous preparation. It is a bit like owning a small aircraft, you look at parts and if you don't like them you simply replace them. The risk of failure is something a competitor tries to keep to a minimum. My 1965 Mercedes 230S Fintail is an old campaigner, and of

course the last thing you want to carry are spare parts. They are heavy and the car needs to be light, so you simply take the absolute minimum. I carry very little, I rely on the preparation. My old Mercedes has crossed North America twice from East to West on two major car rallies, and competed in Iceland and Europe many times. I have had problems but very few, the last two events including the Trans Am have been 100% trouble free.



On the last Trans Am there were some very nice cars taking part, including pre 1930's Bentleys, a Rolls Royce from 1932, pre-war Alvis cars, and a host of 1960's saloon and sports cars. A great mixture, and some lovely people.

One of the cars was a 1936 Alvis Speed 25, a super car of its time. It was on Californian plates and crewed by two outgoing guys from California. The car looked lovely, and promised to be a good competitor. During the first morning we left Halifax about 9:00 and headed around the peninsular.

There was still snow on the sides of the road, the morning was fresh and the sky bright blue.

Conditions were good, we were getting used to the roads and bedding the cars in.



Before lunch after about 150 miles the Californian Alvis Speed 25 was finished; the cylinder Head Gasket had blown with steam everywhere. This was a sad sight, and the car was out. It would take too long to get spare parts. The crew Travis and Richard were understandably very upset. It turned out the car had been freshly restored in the UK and prepared for the event by the restorer. They had driven it less than 300 miles. We all know a



restored car is not a new car, there is a world of difference. A rally car needs to be driven before an event, and thoroughly tested, you need to know and understand the car.

Richard and Travis, not to be out done, searched for parts but it became obvious the car needed serious work to be back on the road again. They hired a car to follow the rally.



By the time we arrived in Quebec they were searching for another car, so they could re-enter the event. They found a car in New York State - a 1972 Datsun 240Z in bright orange, and the guys bought it there and then. Their first problem was that they had no licence plate, in the USA the plates are not transferred like UK plates. They lived in California so needed to register the car there, the owner in New York would not let them keep the New York plates so they had a car which was illegal. This obstacle would finish 99% of the population but not Richard and Travis.

For two days they drove that car without plates, the Rally Plate obscured where the plate was supposed to be. I like to think the car was insured but no one asked. Eventually we passed a "Breakers Yard" and they found a New York State Plate for a 1972 car, gave the guy \$10 and put those plates on the car. All this seems unbelievable as I write this today but it did happen. They were no longer competing but following the event and taking part in the Regularity sections and circuits. This car of course had not been prepared, just bought from a grateful seller.

When we left Buffalo which is on the edge of the Great Lakes, the rally cars crossed back into Canada, and eventually back to the USA as the lakes demanded. This gave Richard and Travis a problem, they dare not leave the USA for Canada with false plates. On re-entry the cars are checked, and our European cars had to produce V5 certificates or the equivalent. The Datsun had a lengthy detour and a day later we met up in Duluth Minnesota.



During the next three weeks and circa 6,000 miles that 240Z was nearly rebuilt on the event. The car had front struts, rear struts, shock absorbers, drive shafts, differential, prop shaft, fuel pump, front

wheel bearings, rear wheel bearings, new tyres, and replacement brakes.

Our "Back Up" crew who were great guys and wonderful mechanics worked tirelessly on that car. In fairness Richard and Travis were often under the 240Z until the early hours. They were determined to get to San Francisco.

Despite everything they did get to San Francisco and I reckon the 240Z was a far better car than it was when it left New York State. However, can you imagine the stress and sheer effort of getting the car to manage all those rally miles?



I imagine the lovely Alvis Speed 25 is back home in sunny California near Los Angeles, all repaired and tried and tested by now. Richard said "the 240Z is a keeper I will have her rebuilt" - I suspect too many memories. I have the same feeling about my Mercedes Fintail.



Michael Eatough

Clean Car Night Or Pride of Ownership



It's all change!

Historically Clean Car Night has been about presenting the smartest looking TR regardless of its usage. Newly restored or little used cars invariably won the cups whilst TR's that were driven all year didn't even get a mention. Clearly an imbalance which other groups and indeed the TR Register have addressed.

Therefore, clean car night will now be called 'Pride of Ownership'. We have introduced a totally new marking sheet, which gives the judges plenty of scope for subjective marking within various categories.

Perhaps the most radical change is that we have included a mileage multiplier which starts at 1,500 miles in the previous year. For this year we will be relying on honesty and personal knowledge to record miles run. This will be a lot easier in future as we will already have the mileage recorded. I think you will be surprised just how much difference this makes.

Class groups have been tweaked a little with awards for TR2/3/3a, TR4&4a, TR5&6, TR7&8 and for our guests, Non Wessex TR of any type.

We will still have the Broken Piston award, but this will be awarded to the member who has had the most eventful breakdown or incident during the year and not the car with the most patina.

I do hope you will join us on the 28th June at IBM, Hursley for the Wessex TR Group Pride of Ownership evening, The usual great banter, BBQ and warm beer is guaranteed. I'm still working on the balmy evening sunshine!

Jim Pullen



Supporting Naomi House and Jacksplace



Nigel and Liz are walking the Clarendon Way between Winchester and Salisbury cathedrals and this sponsored walk is 26 miles on Sunday 5th June, in aid of Naomi House and Jacksplace children's hospice.

They're hoping to raise £500 for this worthwhile charity and they'd be very grateful if you'd like to make a donation.

You can help support them by making a secure online donation using your credit card – you can click on the link below:

<https://secure.artezglobal.com/registant/FundraisingPage.aspx?registrationID=496426&langPref=en-CA>

For more information please visit the website www.naomihouse.org.uk

Thanks for your support and if you'd like any further information please get in touch.

Nigel Jordan



Some Wessex accessible events



A quick look at a couple of recent classic car magazine highlights a number of events, which may be of interest to members – and possibly within TR range!

If you have an event you can recommend to members, please let me know, and if you attend any events please send some photos and words for the newsletter – thank you.

James

Month	Date	Event	Contact
February	18 th – 21 st	London Classic Car Show E16 1DR Tickets £25	www.thelondonclassicarshow.co.uk
March	Saturday 5 th – 6 th	Practical Classics Restoration and Classic Car Show NEC Birmingham B40 1NT	www.necrestorationshow.com
March	Sunday 20 th	Breakfast 'Banter and Butty' Southwick, West Sussex BN41 8.30 -11.00am	Richard Long 07976 259290
	Saturday 26 th – 27 th	A pageant of Transport Weston-super-Mare BS23 1AT	01934 629800 / 07715 620952
April	24 th	DRIVE IT DAY	
	24 th	Sunday Scramble Bicester Heritage OX26 5HA £5 per person 9am – 4pm	bicesterheritage.co.uk

The Departure Lounge - Classic Car Sundays

The Departure Lounge Cafe Basingstoke Road Alton Hampshire GU34 4BH

Our Vehicle Rallies held in the heart of Hampshire, just off the A339, The Departure Lounge Café is the ideal location for vehicle rallies. We offer ample parking and a large space to exhibit your vehicles; there are also refreshment and toilet facilities available. Our Classic Car Sundays, every first Sunday in the month: **May to September, cars arrive from 2.00pm.** This event may be extended to October, weather permitting.

Contact Simon Farley at simon@thedepartureloungecafe.co.uk or call 01420 80111.

Classic Car Tours 2016



Classic Car Weekly a couple of weeks ago ran a feature on 40 great tours – the pick of classic adventures. I have included a selection from the paper and with a bit of research you can probably source a further selection online.

If you do take the plunge on any of these or others, you know what you have to do – take photographs, write words and email to me!

James

Month	Date	Event	Contact
April	3 rd – 8 th	Cotswold and Cymru - £1675 per car	www.cctmk.co.uk
April	15 th – 17 th	Petrolhead Wales Tours - £299pp	www.petrolhead.tours
April	17 th	Fantastic Roads' Driving Taster - £215 for two – a hop across the channel.	www.fantasticroads.com
May	8 th – 12 th	Causeway Coastal Route - £399 pp – a trip to Ireland incl ferry / accommodation	www.sceniccartours.com
June	5 th	London to Brighton - £95 for driver and navigator	www.classicmotorevents.co.uk
June	13 th – 27 th	Summer Trial – From £1195 for two	www.heroevents.eu
July / August	31 st – 4 th	High Roads Tour - £1499 per car	www.cctmk.co.uk
September	16 th – 27 th	Holiday Tour to Northern Spain - £1999 for two	www.merlinevents.com
October	8 th	Modern Classics Rally - £150 driver / £75 passenger	www.greatscapecars.co.uk

A possible trip
over the water



Triumphs line up at the Vectis
Open Day

If you are interested in participating in the Vectis Open Day on the Isle of Wight, please let a member of the Committee know so we can work out if a club away trip should be organised.

Future Events 2016

Vectis Historic Vehicle Club Ltd

Registered Office : 2a Sandown Road, Lake, Sandown, Isle of Wight, PO26 9JP

Registered in England : 8436920

This listing covers club and other events to which club members have been invited.

If you require any more information about the listed events, please contact the Club Secretary

Club email- vhvcltd@hotmail.com

- **Saturday June 18th Prep for Open Day 10.30 to 12noon.**
- **Sunday June 19th Open Day**

Welcome to the VHVC Ltd. website

The Club Started life as the Isle of Wight Veteran Machinery Club in 1973, but in 1980 its name was changed to Vectis Historic Vehicle Club to better reflect the general interests of its members. It has over 100 members and they own a wide variety of vehicle makes, including Armstrong Siddely, Aston Martin, Austin, Bentley, Bristol, Cadillac, Chrysler, Daimler, Fiat, Ford, Hillman, Jaguar, Lea Francis, MG, Morris, Renault, Riley, Rolls Royce, Talbot, Triumph, Vauxhall, Volkswagen, and Wolseley, dating from 1914 to the 1970's. See Photographs of over 30 in our [Gallery](#)

The club organises a wide variety of **events** throughout the year including Sunday Tea Runs, a round the island run and other Trophy runs. There are also static displays at the I.W County Show, Garlic Festival, Bembridge Festival and other village and school fetes. In December we hold a Christmas Charity Collection in Newport, with our cars on display in St. Thomas's square on behalf of the IOW Mountbatten Hospice. In June we hold an open day at Arreton Barns.

**Wessex
Committee
contact
numbers**



Group Leader and Chairperson	Stuart Thompson
Deputy Group Leader	Jim Pullen
Treasurer	Roy Clough
Regalia Manager	Tony Alderton
Secretary	Geoff Glover
	Neil Winscom
	John Davies
Newsletter Editor	James Barnes



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

Wessex Group Regalia

Tony Alderton has recently become our regalia manager and he has put together a new 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 bearing the Wessex group logo.



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

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



Sweatshirt Classic
80/20

TR Register Wessex Group Clothing Order Form

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

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 (female)	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 (male)	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