



# WESSEX NEWS

*Preserving the marque in Hampshire*

## Classical Rambling

With the holidays upon us hopefully TR's will be out on the road in abundance. The Colonel has finally been showing a more reliable side to his nature having spent some recuperative time with Jonathan Laver in Warminster (JL Classics); rather than just ripping out the Lucas system Jonathan elected to go through things with a fine toothcomb and discovered two injectors fitted incorrectly, tappet inconsistencies and the like. Anyway, the result is a smoothly performing TR again and I thoroughly recommend Jonathan, if you are in Wiltshire and want an old fashioned engineer who knows his stuff – I can provide contact details.

Phil Webb recently had some electrical work done on his TR 3a - new fuse board fitted. The Auto Electrician used specialises in classic cars and he thought members might like his contact details if they have any electrical problems; Phil thoroughly recommends his work - his name is **Trevor Burgess 0781 8044821**

If you have any first class recommendations for members do let me know as it is always helpful to have a bank of people, who have provided good work on cars, for us to contact when in need.

**James**

### This month's highlights

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### And much more!



## A word from our leader



Hi everybody,

Well Summer has been well and truly with us for a few weeks now and long may it continue. Very different from the June Clubnight when we had to cancel the Pride of Ownership due to the appalling weather. The good news is we will be holding the PoO this month. We had planned a low key Natter n Noggin at The Sir Walter Tyrell during the dog days of August but now it will be a more energetic Pride of Ownership. So come along with your TR of course and the annual mileage and see how you get on. You might end up buying a copy of Kevin's latest best seller! Fingers crossed that the weather continues as it has into next week.

I went to Thruxton on Sunday to see some classic sports car racing and very good it was too! Considering how close Thruxton is, it is surprising how long it has been since I last went. Lin and I took a picnic and chairs and had a very pleasant day sitting opposite the pits.

Unfortunately the TRs were racing on Saturday. Wessex sports car club had a display of some very nice cars including a lovely red E type. Of course my little brain started ticking over and thinking it could be a good destination for a run next year. We would have to be careful that the weather was reasonable as it is always windy at Thruxton.

Put the **Cream Tea Run** in your diary! It will be on **Sunday 4<sup>th</sup> September**, early this year due to the Concorde car show. The destination is the Cider Pantry in Burley where there is plenty of parking around the back and the opportunity to taste some cider. We are booked in for 3pm for a slap up cream tea so we will be leaving the usual place in Ower at 2pm. It should be a leisurely drive through the forest.

A week later is the Concorde car show. There is still some availability so please let me know if you are interested.

Finally I would like to welcome Nigel Rennie who has recently rejoined the Register and resides in the Wessex patch. I hope we get to see you at a meeting sometime this year.

Ttfn

**Stuart**



**IVOR BLEANEY**  
**CLASSIC CAR DAY**  
**17<sup>th</sup> September 2016**

By popular demand and with the huge success of our Classic Car Day last year- where over 130 Classic Cars turned up with everything from a Rolls-Royce to a Mini- we have decided to hold this event again. It will be on **Saturday 17<sup>th</sup> September** in the heart of the New Forest at The Sir Walter Tyrell Pub (Rufus Stone), from 12 noon onwards, which is now under great new management. There will be a free drink & BBQ to all enthusiasts who bring a Classic Car, Classic motorbike or a Classic scooter and produce their voucher. Plenty of parking space, large play area, live music, entertainment in the evening and a wonderful collection of traditional beers and wines. A perfect opportunity to sell your car or even buy one! All cars must be at least 25 years old.

**\*\*Either bring this advert with you, \*\***

with the registration number of your car and your name clearly written on the back and produce it on arrival. Alternatively apply for a voucher online at [ivorbleaney@msn.com](mailto:ivorbleaney@msn.com) or telephone (01794) 390895 and we will send you one.

***The voucher entitles 2 people to a free drink and BBQ with the compliments of the Sir Walter Tyrell Pub.***

***[www.ivorbleaneyclassiccars.co.uk](http://www.ivorbleaneyclassiccars.co.uk)***

## Diary of Events 2016

Month 2016	Event	Location / Details
<b>August</b> 23 <sup>rd</sup>	Club Night	<b>Pride of Ownership – TAKE 2!</b> The Sir Walter Tyrell <b>8.00pm</b>
<b>September</b> 4 <sup>th</sup>	Cream Tea Run	<i>Leaving Ower at 2.00pm</i> The Cider Pantry Forest Cottage & Littlemead Pound Lane Burley BH24 4ED
11 <sup>th</sup>	Club Run	Concorde Classic at the Concorde club in Eastleigh
17 <sup>th</sup> – 18 <sup>th</sup>	International Classic Car show - Isle of Wight - Newport Quay and Ryde Esplanade	
20 <sup>th</sup>	Club Night	The BBQ – The Nondescripts Club, Lyndhurst <b>8.00pm</b>
25 <sup>th</sup>	Jaguar Car Club event – details to follow	
<b>October</b> 9 <sup>th</sup>	Club Run	Details to follow
25 <sup>th</sup>	Club Night	Visit to Roach Manufacturing – details to follow
<b>November</b> 22 <sup>nd</sup>	Club Night	DVD night at The Nondescripts Club <b>8.00pm</b>

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



Summer brings with it the opportunity to take a classic across the Channel for a tour and this year Liz and I headed to St Malo to drive across France to the Somme, onto Amsterdam then back to Dunkirk via Bruges. The initial plan was to take the TR6, but regular readers will know that The Colonel's tendency to fail to proceed would have made this a nerve wracking run a long way from home. The 280SL is however an ideal substitute, and given a couple of the daily distances involved, perfect for this sort of trip.

After an overnight crossing to France we headed to Vire for a day with friends before heading up to Albert. I have visited the Somme on a number of occasions but this was a first trip for Liz. Despite the passing years this remains a very moving part of France with tiny cemeteries hidden in the countryside, such as that for the Devonshires who were mown down on the first day of the Somme 100 years ago. The men were buried in their trench and immortalized by the epitaph 'The Devonshires held this trench; they hold it still'.



The next memorial was to the Welsh who fought, and with huge losses, won Mametz Wood and then the impressive Thiepval Memorial which commemorates the 72,000 British and Commonwealth soldiers lost on the Somme battlefields with no known graves; each remembered by an inscribed name on the memorial. Finally, on the way across to Amsterdam we visited Ypres – Wipers to the British – walked the restored trenches and marvelled at the Canadian memorial; truly a structure of beauty on the ridge so many men died capturing.

Our trip moved on to Amsterdam - a very chilled city where the bicycle rules. Everything gives way to the bike, so the SL was stored safely underground whilst we went with the Dutch flow. Good weather meant dining out and cycling back was enjoyable and the markets, bars and canals of Amsterdam are wonderfully reviving.

A couple of days later and we headed to an Air B&B in Bruges, again parking up the SL for two wheeled transport. Bruges is highly recommended; a great central square surrounded by restaurants, a bewildering one-way system – leading to a first being admonished on bicycle by a policewoman for going the wrong way – and cycle trips out of the city. We visited Damme riding alongside the canal for a leisurely lunch stop.

Our final day took in an amble to Dunkirk then the struggle back to the South West via the usual frustrations of the M25.

Europe remains a joy to drive in with much less traffic and France has idyllic non-motorway country roads to explore. The Low Countries pose different challenges consisting largely of a motorway network heading into Germany and north into Holland. Belgium provided some distinct roadwork challenges with no indications of how to regain your route once diverted and the ever-present bicycles can catch out the unwary regularly.

The SL was appreciated as something different in countries where classic cars are fairly rare. A couple of Citroen DS's were in evidence, cruising majestically around, some heavy duty American metal and occasional BMW's. When we were spotted it was with considerable enthusiasm, the odd cheer and big smiles. The SL was treated with respect by most road users although the French liking for closeness to the rear can get a bit unnerving.

On a Northern Europe trip there is plenty to enjoy – and good variety. The SL did everything asked of it and provided stylish and reliable top down motoring; hopefully the Colonel will have a good year and get the chance to stretch its European legs next year.

**James**





**Paris Vienna  
Classic Car  
Rally 13<sup>th</sup> –  
18<sup>th</sup> June  
2016 Day  
minus 1.**



A competitive Classic Car Rally for me is one of the highlights of my year, a chance to meet old friends who I may only see on such events. It is a time of excitement and anticipation. The biggest secret to enjoying such an event is to make sure you have a good car. I mean a really good car, one which will stand driving flat out over the possible rough roads, alpine road closed hill climbs, and something to cope with long distances. It also needs to be comfortable and safe. My weapon of choice is my highly trusted 1965 Mercedes 230S Fintail which has campaigned twice in North America, Iceland and throughout Europe and never let me down.

The second biggest secret is make sure your car is well prepared, as any little problem will be magnified and may cause failure. This means the event for you is spoiled, and that of course is not good. So preparation remains key to any successful event; my friend and mechanic Owen Warboys, now 72 years old, is a perfectionist and whilst this can be frustrating at times, I would have it no other way.

The big old Mercedes is a car I own by accident, many of you know the story so I will not repeat it here. The car is not pretty or glamorous just built out of granite and steel girders to a quality and standard modern car manufacturers can only dream about. Over the years the car has been modified but still runs under FIVA regulations. She now has a 280 rear axle (fitted before the North American Trans Am last year) and more recently received a fully rebuilt 280 engine. The 230 engine is still good and is waiting for a different kind of event. The additional 40 HP makes a big difference giving this big Benz 160 HP, not much by modern standards but enough to propel this car at high speed over alpine closed roads. The engine gives bags of torque and it is physically big to look at. It is the same size as the 230 engine in dimensions so fits straight in with minor modifications, using the same huge Zenith Carburettors and gearbox which is plenty strong enough to cope. The old girl runs on 16 inch wheels and eight ply radial van tyres, and competition Bilstein Shock absorbers and the usual under body protection.

For this European trip only one spare wheel, a few tools, spare alternator and starter motor, hoses and gaskets together with ten litres of emergency fuel in a steel Jerry Can are taken. The engine is smooth and pulls strongly with only 1,500 miles since the rebuild.

Many competitors have their cars transported to these events, and with some of the very old cars that is more than understandable - although an Australian entry driving a 1926 Dodge Bros Tourer had no such luxury; they had driven from London.

I had collected my ex business partner and friend Peter the previous day, and we left Ringwood with great expectation and enthusiasm knowing Sunday morning was the best time to travel. The journey to the Channel Tunnel was uneventful, the car driving well, but of course the weather was poor with rain all the way.

The event started south of Paris at Fontainebleau, a beautiful town with a Napoleonic Chateau which was the winter home for Napoleon, a massive sprawling property with hundreds of rooms in magnificent grounds. The roads around Paris were a bit of a nightmare that wet Sunday afternoon, the Mercedes coping well. We arrived at our destination at about 17:00, and already a mass of beautiful cars were gathering, some still on their transporters others in covered lorries.

Monday was a day for getting ready and scrutineering as each car is checked by one of the team mechanics to make sure it complies. I used to worry about scrutineering but I know the form and know the old Merc is well prepared and has what is required. Ten minutes later the Mercedes had passed and was ready to roll.

The scrutineering offers a great opportunity to view all the cars, renew old acquaintances and friendships and to meet new competitors and crews not met before. The cars are arranged into different classes depending on age and engine size. My 1965 built car is nearly brand new compared with some of the cars in this pre 1968 competition.

In total sixty-three cars entered this event, the oldest being a 1905 chain driven Bianchi Speedster and the newest a 1968 E Type Roaster. Competitors came from the UK, Australia, USA, Canada, and Russia and cars throughout Europe including one crew driving a 3.8 MK 11 Jaguar from Czechoslovakia; so quite a mixture.



Continued...



On to the cars: the car with the largest engine was a 1917 La France Roadster with a 14,500 CC engine. I think she did about 5 to 7 MPG, but was quite magnificent. You have to admire the drivers of the very old cars, the cars are difficult, heavy, and often reliability is an issue and they are open to all the elements.

The spectacle was fabulous and included a Rolls Royce Silver Ghost, pre 1930 Bentley's, Vauxhall 30-98, Ford Model A, Buick Standard Tourer, Buick Speedster. Moving to the 1930 cars another batch of Bentleys, Fraser Nash BMW, Invicta, Bugatti T46, Chrysler La Mans, Alfa Romeo 6C, and three Lagonda's, a tiny 1933 Aston Martin Le Mans, and two Alvis cars. Not one car from the 1940's but some lovely cars from the 1950's starting with a 1951 Jaguar MK 1V, a number of XK Jaguars of different types. The 1960's cars included a Triumph TR3a, three Porsche 356 cars, Maserati 3500, Austin Healey 3000, Ford Mustang, two Volvo's, two E Types, MGC Coupe and of course my old Mercedes which is not as glamorous as many of the cars I have listed. However, the car is well respected amongst fellow competitors because they know it is reliable and well-travelled. The car turned out to be a good choice, as the weather in the Alps was foul and cold.

During the day we all checked our instruments on a measured distance, driving round a small circuit where we knew the distance was correct. Having an accurate Trip Meter is an absolute must. Also making sure our clock is correct and set to "Rally Time". A clock not set to the nearest second will end up being costly as the event takes place.

That night we all had dinner at the beautiful Chateau de Bourron Hotel, our cars parked outside on the drive, quite magnificent in every way. This venue would also be the starting point scheduled for early the next morning. So Day minus one was most enjoyable and fascinating.

Day 1 is the beginning of the event and will be the subject of my next instalment on the Paris to Vienna story, which turns out to be a long but enjoyable trip full of surprises and full blown competition every day.

**Michael Eatough**



## Tours, rallies and events



**LOTS OF OUR 2017 TOURS ARE NOW ON SALE**

**To Book our Places ☎ 01732 879153 or See our Website**  
**[www.sceniccartours.com](http://www.sceniccartours.com)**

September	16 <sup>th</sup> – 27 <sup>th</sup>	Holiday Tour to Northern Spain - £1999 for two	<a href="http://www.merlinevents.com">www.merlinevents.com</a>
October	8 <sup>th</sup>	Modern Classics Rally - £150 driver / £75 passenger	<a href="http://www.greatscapecars.co.uk">www.greatscapecars.co.uk</a>

### **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](mailto:simon@thedepartureloungecafe.co.uk) or call 01420 80111.

## The Durnford Classic Meet



It was marvellous to see TR's well represented in Great Durnford at the classic car meet at the Black Horse on the 13<sup>th</sup> August.

The day started around 11.00am and over the next hour the familiar TR rumble was heard as a 3A, 6's and an 8 joined an eclectic group of classic vehicles on a mostly summery day – despite the odd shower.

There was enthusiasm from both exhibitors and locals dropping in for a lunchtime pint and it was good to be able to support this event which was in itself providing funds for Help for Heroes.

Aside from the TRs a lovely Alvis, an interesting ex-military transport bus about to head off to France and an immaculate Riley were probably the pick of the crop although a Cresta owned from new with its very proud owner was special.

The event will be repeated next year and the derive along the Woodford Valley makes this a rather delightful event.

**James**



## A TR4 For sale



The club has been contacted by Rod Newnham who has a TR4 for sale. He has provided us with a wealth of detail on the car which can be forwarded on request.

TR4 (aka 'SIN') Commission Number: CT389430 - ADH 901B (Reg'd Nov 64)

Black bodywork/Matador Red upholstery (original spec'), with white Surrey Top and black canvas.

### Work includes:

Radiator and heater radiator overhauled/replaced / New voltage stabiliser and temperature transmitter / Steering column removed and overhauled / Gearbox overhauled / Overdrive reconditioned / Starter motor reconditioned / Body panels replaced/repared / Engine reconditioned and head modified for unleaded fuel / Offside front top ball joint renewed

### Since 2005:

Rear suspension rebuilt (blue poly bushes) - front suspension bush kit available! / Rear slave cylinders replaced / Master brake cylinder replaced / Manifold gasket replaced a year or so ago (TR Revington supplied; fitted by Romsey Restorations) / Petrol pump overhauled (TR Revington supplied parts / Direction flasher relay replaced (TR Revington supplied) / Dinitrol pumped into cavities, including plenum.

MoT'd July this year (2016).

To be sold with Heritage Certificate and lots of photographs and history since 1989.

Digital images showing all sides and angles, interior, instrument panel and engine bay available for emailing to potential purchasers.

Agreed value insurance currently £17.5k (December 2015). Before being advertised nationally, if necessary, Wessex TR Group members have first opportunity to view. I am happy to consider P/E in the form of a boat: something along the lines of the Fairey Marine Fisherman 27, Long Keel, Masthead Sloop would be welcomed. Contact: Rod Newnham 01794 512644; rod@newn.fsnet.co.uk





## July Club Night – Invited Car Clubs



One of the highlights of the Wessex TR year is the invited Car Club night. We think there were 65+ cars on display, about the same as last year, and as has often been said, that's better than many car shows.

We did not have any exotic supercars this year but there were a lot of quality cars on display. The Stags turned up in force, and Tony's friend (yes he does have one) with his E type was one of the stars as were Lord and Lady Phil and Val Webb in their Rolls.

Thanks to Geoff again for struggling with the BBQ , Roy on traffic control (he seemed to be on duty all evening) and the rest of the committee. The event has been a great success over the last few years so there does not appear a reason to change it. Having said that any positive thoughts are more than welcome.

There should be some John Davies excellent photographs of the event in this newsletter which reminds me that we are still looking for some of your best photographs – TR related of course – for inclusion in this year's calendar.

**Stuart**





## Wessex Committee contact numbers



Group Leader and Chairperson	Stuart Thompson
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: <b>TR Register Wessex Group</b>					<b>Total</b>

Send to: Tony Alderton, 9 Coppice Close, St. Ives, Ringwood, BH24 2LB

E-mail: [tonycd.alderon@gmail.com](mailto:tonycd.alderon@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 <b>(female)</b>	BE07 6	Mid Grey, Berry (Raspberry), Black, Chocolate, Coral, Dark Grey, Maroon, Navy, Light Orange, Red, Light Blue, Purple, Royal Blue, White, Light Yellow.	8.50
		Size: S=8, M=10/12, L=14, XL=16	
Jersey crew neck T shirt <b>(male)</b>	CV00 1	Aqua, Mid Grey, Light Grey, Black, Red, Deep Teal, Olive, Evergreen, Maroon, Navy, Purple, Light Teal, White, Orange.	9.00
		Size: XS=35", S=37", M=39", L=42", XL=44", 2XL=46".	
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.	12.50
		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".	
Sweatshirt Classic 80/20	SS20 0	Black, Bottle Green, Burgundy, Deep Navy, Light Grey, Navy, Red, Royal Blue, Sky Blue, Yellow, White.	18.00
		Size: S=36/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	
Full zip fleece	SS52 8	Black, Bottle Green, Deep Navy, Red, Royal Blue, Smoke.	29.00
		Size: S=35/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	