



WESSEX NEWS

Preserving the marque in Hampshire

Classical Rambling

It was good to see a fine collection of TR's at the Pride of Ownership evening, although numbers were depleted by various shenanigans on the motorway network which was a great shame. What struck me was the rich diversity of vehicles on display. Some had been owned a lifetime and bore the scars of heavy usage with appropriate pride and others were recently restored visions of perfection – and all equally valued. I fell rather between all stools with The Colonel looking a bit dusty and well worn; memo to self – spend more time wielding the chamois.

I enjoyed what my daughter refers to as 'daddy time' at Goodwood – there's a brief write up inside – but it is a great fun event. Rose is a knowledgeable car buff and loves the atmosphere and sounds of a race meeting and we had a great day out in the sunshine and fumes.

Although I saw 6 TR's out and about in Devon last weekend, as October looms I guess TR's will start to hibernate; if anyone has some good tips on winter care / storage perhaps they could write something up for the newsletter. I'm sure it would be appreciated.

James

This month's highlights

- Page 2 [Our Leader's words](#)
- Page 3 [The Diary](#)
- Page 5 [Another Eatough adventure under way.](#)

[And much more!](#)



A word from our leader

Hi everybody,

I'm writing this missive cruising off the coast of Croatia in bright sunshine, a long long way from Wessex TR! And not a TR to be seen. Getting on to Wessex matters, we seem to have been very busy the last few weeks which is really great. Clubnight in August at The Sir Walter Tyrell took place on a glorious Summer's evening. A complete contrast from June at Hursley when we had to abandon the "the Pride of Ownership" due to bad weather, surely nothing could go wrong. How wrong.

Earlier in the day a caravan had decided to fall over Westbound on the A31 and together with other incidents had snarled up the roads of Southern Hampshire, more or less completely. Which unfortunately meant numbers were down as many gave up the struggle to get to the Sir Walter Tyrell! I think Chris and Viv Cunnington had the right idea in abandoning the struggle after a long time and going to a relative's house in Eastleigh for a cup of tea. At least enough cars turned up to make the competition possible this time.

There should be a fuller report with photographs later in this publication. As an aside it was good to see our newsletter editor, James Barnes, out and about in his TR.

On the 4th September we had a very pleasant drive through the New Forest and finished up at the Cider Pantry for a nice cream tea. The cream tea run has been going a few years now and is always popular. Again the weather was kind and a fuller report should follow further on. On the 11th September a few of our members attended the Concorde Club car show organised by the Ferrari car club but don't let that put you off. This is normally an excellent event and one we have not been to for a few years. I think one of the Wessex TR members won best in show a while ago, unless I'm completely mistaken. I wait to hear how it went.

On the 16th September at IBM Hursley there is a car show in the afternoon, Hurfest, and we were invited along with other clubs. I hope the sun shines for those attending but as Nigel Jordan said they have pinched our idea for a car show!

Further on out we have the September Clubnight on Tuesday 27th (NOT the 20th) namely the new member's BBQ at The Nondescripts club. I apologise for the date mix up, club nights are always on the 4th Tuesday unless there is an exceptional reason. This evening is always a good chance to catch up whilst enjoying a burger or hotdog. The October run will probably be to the Osbourne View for a spot of late lunch and the October Clubnight remains up in the air. Too many probables or possibles here I'm afraid, so look out for for some confirming emails. I have been trying to get in to see Roach Manufacturing for some 20 months or so now. They are happy to host a visit but some of their clients are a wee bit paranoid about people seeing their beloved vintage car being restored. Obviously not heard of tarpaulins!

Have a look at further on in this newsletter for what we are planning as a Wessex TR Christmas celebration this year. Very much closer to home! I think that is is all from me at the moment and another G and T is calling.

Ttfn

Stuart



Diary of Events 2016

Month 2016	Event	Location / Details
September 17 th – 18 th	International Classic Car show - Isle of Wight - Newport Quay and Ryde Esplanade	
27th	Club Night	The BBQ – The Nondescripts Club, Lyndhurst 7.30pm – DATE CHANGED.
25 th	Jaguar Car Club event – details to follow	
October 9 th	Club Run	Details to follow
25 th	Club Night	Details to follow
November 22 nd	Club Night	DVD night at The Nondescripts Club 8.00pm

December Sunday 18th THE Christmas Bash

The Blue Hayes Restaurant, Salisbury Rd, Shootash, Romsey, SO51 6GA from **7:30 until 11:30**



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



Our Christmas bash this year is at the Blue Hayes Restaurant, Salisbury Rd, Shootash, Romsey, SO51 6GA from

7:30 until 11:30 on Sunday 18th December.

There will be a three course meal (*see menu below*), followed by music courtesy of our very own DJ, John Davies and dancing of course. Although we have secured exclusive use of this venue, places are limited, therefore

if you wish to be part of the Wessex TR festive fun a deposit of £10.00 pp and your choice from the menu is required by no later than October 31st. The final balance will then be due by December 1st. Cheques should be made payable to the TR Register Wessex Group and sent to Tony Alderton, 9 Coppice Close, St. Ives, Ringwood, BH24 2LB.

Starters

*Spiced Butternut Squash Soup with Truffle Oil
Roasted Portobello Mushrooms Filled with Cranbury Wensleydale and Pecan Salad
Tuna Carpaccio with a Lemon Dressing
Pork, Apple & Calvados Pate with Finedor & Red Onion Chutney
Rosette of Melon with Champagne Sorbet*

Main Course

*Traditional Roast Turkey with Sage & Chestnut Stuffing, Wrapped Sausage, Cranbury Sauce & Roast Potatoes
Slow Braised Lamb Shank with Garlic Creamed Potatoes & a Port Wine Sauce
Chilli & Lime Grilled Fish Medley (Consisting of Red Mullet, Salmon, Haddock & Prawns) with Parsley Potatoes
Pepper, Spinach & Goats Cheese Pithivier with Buttered New Potatoes*

Desserts

*Black Cherry & Brandy Crème Brulee
Steamed Christmas Pudding with Brandy Sauce
Spiced Apple Tart with Clotted Cream Ice Cream
Four Layer Chocolate Fudge Cake
Salted Caramel Roulade*

Tea or Coffee

3 Course £26

2 Course £23

**Paris Vienna
Classic Car
Rally 13th –
18th June
2016 Days
1 & 2**



The 1902 Paris-Vienna was the greatest of all the city-to-city races held in the early years of the 20th Century, before the ill-fated Paris to Madrid contest of 1903 which resulted in motor racing being confined to closed circuits. This modern event successfully commemorated the latter, whilst the modern roads, cars and equipment are undoubtedly superior the spirit of the event remains unchanged.

Day minus 1 ended with a wonderful dinner at the Chateau de Bourron a beautiful venue with splendid food. Moral was high and the teams were eager to start, these dinners always good fun with much frivolity and laughter. The 13th June was spent on scrutineering and meeting the various competitors, checking our instruments and making sure the Trip Meters are totally accurate. The 1965 Mercedes Fintail which had already been driven from the New Forest was quickly checked, oil and coolant remaining unchanged, the old car was ready and she had been ready many times in all the events she had campaigned in. Always reliable, and eager for the start.

The start on the 14th June was at our dinner venue Chateau de Bourron, situated in the village of Bourron Marlotte just South of Paris. The cars left at one minute intervals we had a start time of 8:55 being a later car in this pre 1968 event. The first car to leave was the 1905 Bianchi Speedster (50 HP) a beautiful chain driven antique, followed by the 1917 Rolls Royce Silver Ghost and 1917 La France Roadster all 14,500 cc of it.

I mentioned in my last article preparation is the key to a road rally, of course the unforeseen can catch out even the best car and crew. The 1924 Vauxhall 30-98 unfortunately broke down on the way to the start. Breakdowns are costly in terms of penalty points, missing the key times in any event results in severe penalties. We were able to park up at the start and take some photographs waiting for our turn. My friend and navigator Peter Godwin by this time was checking the route quietly this was his first event, always difficult and a baptism of fire. The route book looked long and complex and daunting to a novice.

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I was introduced to Classic Car Rallying by my friend Gerald Ryan, nearly 80 he no longer competes, but in the 1960's and 1970's he drove with John Sprinzel (lucky John) he navigated for him on a professional basis. Having Gerry Ryan navigate in my early events was something of a luxury. Sprinzel became famous for his Speedwell Frog Eye Sprites and before that he successfully rallied and raced in Austin A35 cars. He drove with Gerry in the BMC works team. I mention this because Gerry use to say "professional navigators make most of their mistakes during the first 15 minutes of any event". My advice to Peter was "let's take it easy for the first 15 minutes and make sure we are accurate". He was aware of the Gerald Ryan comments.

Our time to go, the local Mayor waived the start flag, and the village was alive with children and adults waiving and smiling. We are not professionals and we must abide by all local speed limits and respect the road conditions. Later during the event we would experience race circuits, and closed roads where the car could be driven flat out.

The first part of the day was motoring and navigating trying not to make a mistake and to reach the morning control point on time. The route was lovely deep in the French countryside always travelling on yellow and white roads. About two hours in we faced our first test, which was a Practice Regularity. A time to practice against the clock trying to cope with an average speed. The aim being to arrive at control points to the nearest second averaging a given speed. Sounds easy enough, but of course the scope for error is enormous and if you get too far behind not easy to catch up. Also on the route there will always be at least one control point where the speed will be checked and our Rally Control Book chipped with an electronic tag. At the end of each day this information is downloaded unto a computer, and together with other closed road tests is used to calculate our respective positions. The cars compete in different classes, but ultimately the points are added up and totalled creating a winner and list of positions. The practice regularity started on a lay by near a small hamlet and ended about 35 km later at Aix-en-Othe using the hospitality of the local Tabac.

The day continued with the Mercedes successfully navigating (thanks to Peter) and we arrived at our control points in good time. Then everything went wrong on our first timed regularity. Circumstances often get the better of you in car rallies.



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We were confident we could handle the regularities, we had reached a remote area broadly known as Plateau De Langres. Very quiet roads in beautiful countryside. We had to self-start using our clock set to "Rally Time" we would be checked in by a Rally Marshall at the end and more than likely somewhere on route. There was a line of cars at the start leaving on the hour and the half hour giving a 30 second interval. Our turn came and we were off, on events you do become competitive being last is not good. I normally finish somewhere in the middle of the field. The average speed was probably only about 50 KPH.

The second hand passed twelve, the engine was gunned and we were off, the trick being you need to be ideally three or four seconds ahead. So the first few minutes is spent making sure the route is correct and building the right speed. Then suddenly in the road driving at a snail's pace was line of French Football supporters driving panel vans all draped with French flags. Not only were they driving slowly they were driving in the middle of this otherwise deserted narrow winding road. I could not get passed and we were losing seconds. I kept thinking "how do we get into these situations". They would not move over, just hogging the quiet road with no oncoming traffic. The "Red Mist" came down the hill was steep, the vans slow, I could just about squeeze past. My right foot went deep into the mat, the engine roared in second gear the car leapt forward and we passed the line of vans their occupants waiving and hooting. I passed the lot, only to be held up again by a line of cyclists. Eventually our lateness was almost caught up and we arrived about five seconds behind the clock. We felt pleased until we realised when I raced passed the vans the Control Point was hidden. We simply did not see the Marshalls, so on the first Regularity we missed a Control Point which cost us 300 seconds. Disaster so soon, if only I had waited another couple of minutes at the start or been more patient we would have noticed the Control Point. That is life!

The remainder of the day passed without too much incident, the scenery was already changing and we were driving towards the Alps. Our first night stop was at Gerardmer, a beautiful French Alpine resort. By now the rain was heavy and the temperature only 8C, the guys in the open cars looked a bit miserable and suddenly the old Mercedes made perfect sense. Before checking in at Hotel Beau Rivage the tank was brimmed as it always is at the end of each day. Some days we will consume two tanks of fuel. That night we had dinner at The Grand Hotel. We definitely slept well, knowing despite our mistakes we were in 20th position out of 63 cars. Although a few had already dropped out.

The next morning we waited for our start time, during the previous day two or three cars had failed including one of the XK Jaguars. Other cars needed attention and a Ford Mustang had brake problems. The day before another Mustang had skidded off the road, no one hurt and the car only slightly damaged. The USA crew patched the car up and they were ready. The 1905 Bianchi was suffering from the damp the rain had been torrential all night and the cars all outside had suffered, especially the open ones. Some cars had difficulty starting especially the Bianchi.

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Our first challenge of day two was to find a small race circuit called Circuit Xonrupt probably used for Go Karts. We arrived at the correct time and waited our turn behind a line of Classic Cars. The circuit had cones to drive around and through against the clock and we had to stop dead half way round one of the laps and leave the circuit by a very severe right turn. Not that easy for the long Mercedes on a wet greasy track.

Accuracy on a circuit is important no point being the fastest car and hitting the cones which I think created a 5 second penalty for each hit. Also there was a dead stop to make, a number of competitors did not actually stop. The driver's instinct is not to stop, so you have to fight that. It is the navigator's task to shout instructions to make sure the cones are taken on the correct side and talk the driver round. As always a big team effort.

The Mercedes was next, the flag dropped, heart rate increasing, the rear wheels fighting for grip we are off. Peter making sure I was approaching the corners properly and shouting above the noise making sure I was on the correct side of the cones. Getting it wrong is easy here, just a split second to think. This was a tight circuit, used for Go Karts so flat out in second gear, no time for third. The stop appeared and the car had to straddle a white line, wheels locked the car stopped in the right position into first and off after a momentary stop. Then came the severe right turn which many cars had failed at. I took the entrance wide and slid into position and came to a halt. The Test had been successfully completed in a respectable time. Not the fastest but within the top 15 cars. A good result for us in the Mercedes, bearing in mind we are average competitors.

The day continued with two more Regularity Tests this time properly completed in a reasonable time, just a few seconds late. Helping us to slowly claw back time created by our big mistake the previous day. During the day and again the weather was not good we began to climb high in French Alps. Up the Col du Bramont stopping at Les Vue Des Alpes for our Control and just time for a quick coffee. The driving was spectacular and the roads deserted. All this time we were driving in an easterly direction and eventually we crossed into Germany at Mullheim.

Driving these events the cars need to travel the miles, Vienna is quite a journey even on the main roads so the second day saw the miles being swallowed. The old Mercedes still performing well, the 280 engine made a big difference on the alpine passes. We headed for Freidrichshafen the home of the Zeppelin. We were fortunate enough to have time for a tour of the Zeppelin Hanger and the factory. These aircraft are still built today and sold to order all over the world mainly used for advertising purposes and passenger flights. Quite fantastic beasts to see close up.

Our night stop on the second day took place at Lindau on the shores of Lake Constance, a beautiful location. The lake borders, Austria and Switzerland so perhaps almost the centre of Europe. We have had a busy two days, but much more to come.

Michael Eatough



Tours, rallies and events



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.

October	8 th	Modern Classics Rally - £150 driver / £75 passenger	www.greatscapecars.co.uk
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Goodwood Revival

Sir Stirling and characteristic wave



The Goodwood Revival is one of the highlights of the classic car year and fortunately I had planned our trip for Sunday – blissful clear skies – than Saturday – thunderously black ones; certainly we enjoyed the trip in The Colonel more in the dry.

As soon as you arrive you are encompassed in Britain in the 60's; the '66 theme this year was dominated on arrival by Wembley fans in London buses and the richly nostalgic atmosphere is quite addictive; when did you last see a baby in a Silver Cross pram? Dressing up in entered to enthusiastically and the sheer range and invention on display quite staggering.

But it's about the racing. I recommend seeing off the trade stands briefly – very expensive and crowded – and depending on the time of day wandering around the paddock and actually walking the circuit pausing to see the racing from a range of viewpoints. You get terrific views all around the circuit and the different perspectives and widely power sliding Cobras, busy A30's and delicate but phenomenally quick E types is worth the legwork.

You can find food and drink all-round the circuit and useful things to have are camping seats or a rug for when you pause between races; viewing is best from the rails. TRs were a bit thin on the ground this year but there are car and bikes aplenty to admire and as an event combining static and very racy displays I'd recommend it if you haven't been.

James



Cream Tea Run



Ten TRs enjoyed a leisurely run through the forest on Sunday 4th September to The Cider Pantry at Burley. We left the usual gathering spot at Ower early afternoon under cloudy but dry skies and took a route designed to avoid the worst of the traffic.

We went out past Paultons over the motorway and then on past the Empress of Blandings. Then we headed towards Lyndhurst before turning right to Minstead, onto Emery Down before turning right at Swan Green onto the A35 and eventually turning off to Burley for the Cider Pantry.

We were met by Hiliary and Dave Smith in their almost classic Volvo and Kevin and Ann Warrington in their bright red Mercedes. Plenty of parking around the back was a bonus.

Twenty one of us enjoyed a very nice cream tea in the restaurant area. There was some debate on cream first or Jam first but it really depended which county you were from and it tasted as good both ways! I'm not sure if anyone tried the cider before leaving but have my doubts about it mixing with jam and cream.

Stuart.

Pride Of Ownership



As reported in Groupleader's chat the Pride of Ownership went ahead on a glorious Summer's evening. The only hiccup was the traffic chaos caused by an overturned caravan which greatly reduced the numbers attending. The Sir Walter Tyrell is a relatively new venue for us and they were very welcoming, providing a room to use free of charge for the prize giving.

We had 14 cars attending plus one guest car, which surprise surprise won the guest cup. Congratulations to Wilf Hatch in his very nice Morgan.

I would like to thank the scrutineers who had a harder job this year as the marking sheet had been brought up to date to include a mileage multiplier to reflect usage as part of the move away from criteria based on concours condition to originality and general enjoyment of the car, if that makes sense! It is considered to be a fairer system than just marking on a concours standard of car.

The classes remained the same as usual and the winners are as follows:-

Class group: 2/3/3A	Gordon Denson
Class group 4/4A	Adrian Thompson
Class group 5/6	Dave Leach
Class group 7/8	D Reeve
Best in Show	Mervin Lister in his TR5

The standard of cars were very high and we declined to award the broken piston (at least it is on the road) trophy.

As an aside we are considering making the Sir Walter Tyrell our main monthly club night venue. Any thoughts and views on that would be most welcome. I think it is more accessible, has a large safe carpark and food is on hand for those that want it.

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: **TR Register Wessex Group** **Total**

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

E-mail: 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 (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