



# WESSEX NEWS

*Preserving the marque in Hampshire*

## Classical Rambling

As the clocks prepare to wind themselves into darkness and temperatures drop, the dreaded gritters start to make their presence felt on our roads. Quite apart from their corrosive qualities on our cars, there's also that edgy moment when you have to pass one on a motorway and get hit by a spray of salt broadsides.

Despite this, winter motoring on the right day is one of the more exhilarating experiences; blue sky, cold air, gloves, hat and coat and the right road and yet another enjoyable facet of our hobby is apparent. That's the thing about classic motoring – so many different aspects to enjoy. Last night with a magnificent deep blue and red sunset set off by a kaleidoscope of vapour trails, I was able to enjoy the full experience wrapped up but not isolated by a roof – absolutely brilliant!

**James**



### This month's highlights

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[And much more!](#)



*As I am sure you will have heard by now Stuart was admitted to hospital in early October, and in order to focus his energies on fighting his illness, resigned as Wessex Group Leader.*

*Stuart has been an integral part of the Wessex Group and a terrific Group Leader. Our thoughts are very much with Stuart and Lin. We will of course keep you updated with Stuart's health but Lin has asked members not to email Stuart directly for the moment.*

*For the time being the committee will share out his duties until the appointment of a new Group Leader.*

A couple of housekeeping reminders.

A TR themed calendar has been designed by John Davies and these will be available at the quiz night on the 25<sup>th</sup> October; bring along a crispy tenner to secure one – or indeed two plastic fivers!

*This particular TR Register AGM heralds it seems some very important changes to the TRR; please see the email received illustrating the primary change below:*

### **AGM – Attendance & Proxy Voting**

If attending, members should register their attendance in advance. If they are unable to attend, they should appoint a proxy NOW – their votes are important and the cut-off date for appointment of a proxy is Thursday 3rd November! To register a proxy vote one has to complete a "Proxy Voting Form" on the TR Register's web site (<http://www.tr-register.co.uk/registerproxy.php>) or use a hardcopy available from the Office.

Once complete, one must give one copy to one's proxy and send (by email or post) a copy to the Club's Proxy Officer to arrive at least 48 hours before the meeting. The Chairman has stated in the latest TR Action that voting in the case of ALL Nominations and Resolutions will be by Poll – this means that, unlike a show of hands, EVERY proxy vote will count. One may appoint any person to be one's proxy and it should be remembered that, where only one candidate is standing for a specific Directorship and one feels that Abstention inadequately reflects one's view, one can and should vote AGAINST.



The final date for booking this year's Christmas Party is October 31<sup>st</sup> – please see details on page 4 of this newsletter.

# Diary of Events 2016

Month 2016	Event	Location / Details
<b>October</b> 25 <sup>th</sup>	Club Night	Club Quiz Night at The Nondescripts <b>8.00pm</b>
<b>November</b> 22 <sup>nd</sup>	Club Night	DVD night at The Nondescripts Club <b>8.00pm</b>

**December** Sunday 18<sup>th</sup>

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 18<sup>th</sup> 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 31<sup>st</sup>. The final balance will then be due by December 1<sup>st</sup>. 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 13<sup>th</sup> –  
18<sup>th</sup> June  
2016 Days  
3 - 5**



Our Start time was 8:54, after having had another good evening and dinner at the excellent Bayerischer Hof Hotel overlooking Lake Constance. Lindau is one of the most popular German tourist resorts so the town is always busy. As always the old Mercedes was quickly checked over, oil and coolant levels OK and a full tank of fuel on board so we are ready for another day. Lindau full of people waving and watching this eclectic mix of cars.

The first section of our journey was simply negotiating the heavy morning traffic, and then heading for the mountains once again. We had only driven perhaps 40 kilometres, and we noticed the beautiful 1962 Maserati 3500 GT was in trouble. The Norwegian crew both called Jan (to make life easy) were standing by the lovely bright red car. Unfortunately the event was over for the Maserati and the very likeable Norwegians. The engine had seized, it had lost oil pressure. The car went home by trailer. This is the risk all competitors take, the cars must be good in every way to stand hard driving. By the third day we had lost about five cars, by the time we reached the outskirts of Vienna eleven cars would eventually fail out of sixty three starters.

It is worth mentioning at this point, the organiser Rally Round provide excellent help with four Land Rovers with special bodies carrying tools, equipment and common parts. The mechanics who join these events are special guys. For them it is a labour of love, they are a massive part of the team. Whilst eleven cars failed many more needed attention, the mechanics worked on cars every day and sometimes late into the night. Their aim is for every car to finish, this is an amateur event and all crews, mechanics and organisers never like to see a car fail completely. The guys are incredibly skilled and seem to be able to repair anything from an old Bentley to a relatively modern car from the late 1960's. At some point every competitor may potentially require this help.

[Continued...](#)

The road sections can be long, so concentration is so important. Wrong turns and getting lost may result in missing Control Points, navigation is now the key. Heading east towards Ravensberg, and Kempten, still in Germany at this stage but close to the Austrian border. The morning was spent in the state of Bavaria famous for its beer. The first Control Point was situated in a brewery but with regret no time to sample, although we were all given gifts of bottled beer to consume later.

The first Regularity of the day from Gestraz, low average speeds set to accommodate many charming villages. Roads very quiet and empty but always the possibility of a car travelling towards you. The rest of the day saw various Regularity sections. My old Mercedes was going well no problems so far. We passed into Austria,

At the end of day three we arrived at the Gut Brandlehof Hotel they are used to receiving rally and race cars, the hotel is positioned next to a race circuit at Saalfelden. Our final test of the day was on the race circuit. We each had two tests to perform. The circuit is designed for sports car racing, has Rally Cross sections, slalom courses, skid pan sections. The Slalom course was great fun, always against the clock, cones positioned, and then an uphill section, very steep and of course you could not see the road over the summit. So travelling at circa 40 MPH into oblivion, we knew of course the road was on the other side but when driving it for the first time not easy. So foot down in second gear flat out and over the top. The old Merc just about taking off and hard landing on the other side to be met by the skid pan. The car sliding and fighting for control, we eventually reach the finish. Adrenalin still pumping. Now for the circuit.

We did both tests in a respectable time, so Peter and I were happy. We did have a moment's thought for the beautiful 1933 Aston Martin Le Mans which broke its rear axle before the lunchtime stop, a popular brother and sister crew.

That night the cars were parked in a massive indoor tennis and sports arena, the floors covered in cloth to collect the inevitable oil leaks from a variety of old cars. Some of the old cars leaked so much you wondered how much oil they actually held in their massive sumps.

Day four and off again, heading towards Vienna and into the mountains. These roads are a paradise for classic cars and motorcycles. Magnificent scenery.



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The test late morning was on the famous Nockalmstrasse. This 35 Km Nockalm Road between Innerkrems in the north and Ebene Reichenau in the South, is without a doubt, one of the most varied and beautiful alpine roads you can experience by car. The panoramic road winds up and down between the “Nock” through 52 bends and numerous turns. With some great views of the mountains and pine forests. This is a challenging road for a Regularity over this distance to an elevation of 2042m.

The road demanded mainly second gear with brief sections of third. Temperature gauge rising and the Kenlowe fan working overtime we drove to the top in good time car still coping well.

After lunch a Navigation Section, and heading for Marau. The remainder of the day consisted of more tests and magnificent driving but the last test of the day was something else. The Stoderzinken. This is an alpine ski resort but with a very challenging road up the side of a mountain with hairpin bends and steep slopes.

The Stoderzinken section was on a “closed road” the cars left at 30 second intervals, the test was to drive flat out to the top to Hotel Steinhauser. We had to queue at the start, the Mercedes already hot and the Kenlowe helping things to keep cool. We were waiting behind a nice black Porsche 356 Roadster. I have owned a 356 Cabriolet for the last twenty years so understand these cars well. To get the performance level right they need to be driven hard (more than 4,000 revs), and then they can fly. The gentleman who owned this car had only owned it for three months. The Porsche pulled away and we were next.

The seconds ticked away and we were off, Kenlowe already working before we started. This alpine road demanded a fast drive all in second gear, the Porsche would need first on the apex of the hairpins. The Mercedes driving well on the larger new 280 engine flew up the mountain, the tough suspension and larger wheels allowing this car to corner better than what you would normally imagine. To my utmost surprise we actually caught the 356. I flashed the lights and the Porsche pulled over. I had gained a full 30 seconds and arrived another 10 seconds ahead at the top.

I later discussed the hill climb with the owner of the 356, who said he simply could not get the power out of it. I think he did not rev the 356 hard enough. He was a new owner and perhaps did not want to push it too hard. I doubt I will ever be able to do that again. I know the Porsche is definitely faster, but in a car rally anything can happen.



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Day Five is more of the same, always heading towards Vienna, but sometimes life can offer surprises in a variety of ways. We reached a mountain village called Mariazell, very picturesque in the bright morning sunshine. We had a control stop and had to wait about 40 minutes, until it was our time to start. This village in the middle ages was a stop for pilgrims, the villagers would give them ginger bread cakes. The village became famous for both its hospitality and the ginger bread.

A lady in her early seventies approached me, not uncommon, people like to hear about our cars and the events we take part in. The date was 18<sup>th</sup> June just before our referendum. The lady loved the UK and said how worried the people of this remote village were in case we voted to leave the EU. I am not here to pass political judgement but it made me think. The lady disappeared, but a few minutes before it was our time to leave she returned to see me. This time she was holding a green bag, and said "please accept this small gift and remember me and the hospitality of the village". In the bag was a gingerbread cake sealed in see through cellophane. I was quite moved by this gift, so hope no one minds this reference.

Not too far from Vienna now, and our way to the finale is two driving tests at Teesdorf the most sophisticated driver training centre in Europe. This is the "big one" a huge 300,000 square metre complex consisting of a race circuit, skid pan sections, and some tight fast corners. There are electronically controlled water jets and other obstacles.

This is a fast circuit and one of the tests had a series of cones around a blind corner. Many cars hit the cones it is difficult. We came around the corner at high speed and Peter had just a split second to decide which side of the cone we should travel round. I had even less time to react, so I demolished one of the cones and failed to go around one completely. A classic mistake, sometimes a bit less speed gets a better result, but the "red mist" got the better of me, and it is a competition.

Our event ended at Baden Bei Wien just outside Vienna, this small town was holding a festival and we became part of it. All the cars were on display and many questions asked. Once again Austrian hospitality came up trumps.

We had a final back tie dinner, much frivolity and prizes given. At the end we finished in ninth place, (my best ever result) out of 63 starting cars and 52 finishing. The really old cars all made it, the Bentley drivers always good and even the 1905 Binachi Speedster managed the full event. Some of the cars from the 1920's had struggled including the Australian crew driving the 1926 Dodge Bros. It is amazing how resourceful people can be and of course well supported by a great team of mechanics.

The next morning Peter and I had a good start, we needed to begin the long journey home. We had two nights in Stuttgart to visit the Mercedes Museum. As a club member I was free, and Peter half price. A magnificent museum and I think the best manufacturer's museum in the world.

The next night we stayed in Reims and from there back home. The star of the show always my old Mercedes which did the event and return journey without complaint.

Next adventure will be the Haka Classic Car Rally in New Zealand, the car left on the 16<sup>th</sup> August. We collect in Auckland on the 30<sup>th</sup> October and after that Paris to Prague next year

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

October	27 <sup>th</sup>	Bordon Classic Meet Hampshire	Contact Ron 01420 488019
November	6 <sup>th</sup>	Haynes Breakfast Club Sparkford	<a href="http://www.haynesmotormuseum.com">www.haynesmotormuseum.com</a>
November	12 <sup>th</sup>	Town Centre Events Weston-super-Mare	Contact Keith Palmer 01934 627563

# The Osborne View Run

Not to be confused with Osborne House on the Isle of Wight but still an apt title for a run with the ever so popular period Drama Victoria keeping the ladies happy on TV at present.

In fact Osborne view hardly overlooks the house, and you would need a telescope to pick it out, but nevertheless it enjoys a fantastic setting and destination for a club run.

10 cars joined us at Ower with 19 occupants for the start of our Horse shoe run up around the back of Romsey by passing Winchester through Arlesford down back through Bishop Waltham before sweeping along picturesque Titchfield harbour

We could not have asked for better weather with all the roofs down the cars which made an impressive convoy keeping together for nearly all of the journey of just under two hours - not bad if I do say so myself, with just a minor hiccup in the last 2 miles when we managed to get half the cars lost but they soon regrouped and joined us at the pub.

The pub being busy did us proud giving us a superb table overlooking Southampton Water and waited on us hand and foot; it was good to see so many unfamiliar faces which gives me an excuse to not embarrass myself in trying to remember all their names although with good intentions at the start of the run I did start to write a few down.

It was also good to see our regulars Peter and Nigel, one of our past Group leaders, and of course everyone sends their heartfelt good wishes to our outgoing leader Stuart who had agreed to head this run until his recent spell of health issues forced him to resign.

Lunch was enjoyed and a good old natter and noggin partaken of after which we all departed and made our way back home on what had been a wonderful day for a run.



**John Davies.**



## The Wessex BBQ



Fortunately, the weather for evening was good and perhaps slightly warmer than anticipated by some. We had a reasonable turnout of about 20-25 members, some new to the Group. I think numbers were a bit down on previous years but this was understandable with some stalwarts being unable to attend for various reasons. The weather was pleasant and everyone seemed to be enjoying the evening. There was even a smattering of TRs in the club car park to admire. Surprisingly though, unlike earlier years, we didn't eat all the food and the absence of two of our ladies meant there were no cakes or cheese on offer this year. John Davies as ever did a sterling job with the cooking. Everyone seemed to have a good time with, not surprisingly, much of the chat being about our cars.

Towards the end of the evening we all retired to the clubhouse for a fascinating briefing by Ian Evans and Chris Cunnington on their visit to Italy to the Annual TR International meeting at Grosseto in southern Tuscany. In all, some 186 TRs from all over Europe attended a well organised event with much social interaction. Ian caused some amusement by explaining how he secreted some 19 litres of oil under the bonnet of his 4A, all of which was consumed on the trip (with some perhaps donated to the Italian and French road network?!). Chris had the passenger door hinges fail, which fortunately the organisation arranged to be welded, otherwise his wife would have been reduced to climbing in and out over a fixed door for the journey home!



**Wessex  
Committee  
contact  
numbers**



Group Leader and Chairperson	
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](mailto: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 <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. Size: S=8, M=10/12, L=14, XL=16	8.50
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. 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