



WESSEX NEWS

Preserving the marque in Hampshire

Classical Rambling

This month's Triumph World dedicated 15 pages to Triumph's sporting heroes – the TR series. It was an interesting read running through from the 20 TS prototype to TR8. It avoided getting into a 'mine's better than yours' debate, which was a relief, but disappointingly focused on a 5 with triple carbs and an American spec 6 on twin SU's; that seemed to rather miss the point of the exciting PI release in the first place. That quibble apart, if it's still on the shelves have a look.

One of the bane's of my life has to be the non-indicator. It seems to be almost a given now that you don't need to indicate a preferred route – particularly off roundabouts – and that can be downright dangerous. Other pet hates include the last of the late brakiers at junctions, intaking, what my father used to refer to as 40 mphr (regardless) especially in 30mph zones – I could go on.

As classic car drivers we depend on good anticipation and courtesy, and these qualities are often lacking. At least as a group of drivers we can try to set the standard which hopefully most others will follow, as when we do make the inevitable odd mistake, if we're all on the ball disasters can often be avoided.

James

This month's highlights

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A word from our leader

Hi everybody, and welcome to the May edition of the Wessex Newsletter.

Just got back from a few days in South-West Ireland and the highlight besides the Guinness, was travelling around the Ring of Kerry. The weather was lovely and the views out to sea were spectacular. Unfortunately I was not in a TR but I did see three TRs, 2 TR6s and 1 TR4A on the Ring.

As we approach the Summer Solstice and the halfway point in 2016 I can't help but think about what the early part of the second half holds for Wessex.

You should get the newsletter as usual just before the June club night. This evening will be a bit different from what you are used to and it is not just the name change, to Pride of Ownership. For sometime now we, on the social committee, have been aware that the simple marking system did not reflect the usage the car had had in the last 12 months: it will now.

Can you check the mileage the car had done up to June 2015? I know this isn't going to be easy, and probably won't be 100% accurate, but it will give us a clue as to what mileage band your car falls into. There will be the usual opportunity to use the BBQ, and drinks (and food) will be available from the clubhouse. Ian Evans has been helping to clear out a friend's widow's garage and he will be bringing along a selection of parts for TR4/4A's plus mechanical bits for four cylinder TRs. All reasonably priced.

The following month's run will be on the 10th July (NOT the 3rd) as per the email that went out a few weeks ago. The destination is Highclere Castle or as some people call it Downton Abbey. We have been very lucky to be able to get ourselves booked in. Weather permitting it should be a great run up through some lovely Hampshire countryside to the Berkshire border.

July club night has had to be brought forward to the 19th July due to circumstances beyond our control. Invites have gone out so fingers crossed that the weather is kind we should have another great; display on the night. August club night on the 23rd of the month is the usual natter and noggin. It will be at the Sir Walter Tyrell.



Finally, and by no means least, we are planning to attend the Concorde Classic in Eastleigh. We have been a few times in the past but not last year, and it is always a good event! The booking system has now changed and you now have to pay for the number of pitches/cars you want. We decided the club should pay the entry fee, so if you can let me know if you want to attend on September 11th (further details to follow) please let me know ASAP. We have booked 7 spaces and hope to get a representative car for each marque.

Finally and I do mean finally, we need your best TR photographs. If you have some good photographs please send them to John Davies : jd@baram.cc. John is an excellent photographer and has volunteered to pull together a calendar for the end of the year.

Finally, OK one last finally, I would like to welcome three new members to Wessex TR and they are Christopher Garrod, Aidan Donegan and Mervyn Lister. I hope we see you at one of our events. Ttfn

Stuart

The Annual Accounts statement



INCOME & EXPENDITURE ACCOUNT FROM 1st APRIL 2015 TO 31st March 2016

Description	Income	Expenditure
	Total £3,125.00	£2,768.74
Bal bfwd	£476.11	
Excess of Income/Expenditure	£356.26	
balance carried forward	<u>£832.37</u>	
Balance as per bank statement 31st March 2016	£832.37	

Diary of Events 2016

Month 2016	Event	Location / Details
June 28th	Pride of Ownership IBM Hursley – BBQ 7.30pm onwards	
July 10th Date and venue changed	Club Run	To Highclere Castle DOWNTON ABBEY Highclere Park, Newbury, West Berkshire RG20 9RN with an arrival time of 12:30. Departure from our normal point at Ower will be at 11am
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
16 th	The Fordingbridge Summer Festival – see previous newsletter for details.	
19 th – Date changed	Invited car night and BBQ, IBM Hursley @ Hursley Park, Winchester SO21 from 7.00pm	
August 23rd	Club Night	Natter and Noggin, The Nondescripts Club 8.00pm
September 11th	Club Run	Concorde Classic at the Concorde club in Eastleigh
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
25 th	Jaguar Car Club event – details to follow	
October 9th	Club Run	Details to follow
25 th	Club Night	Visit to Roach Manufacturing – details to follow
November 22nd	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.

The TR shows its colours



You may recall a few woes over Easter with the 6 on the 'failing to proceed' issue. Usage since then has been a bit sporadic with attempts to get to the bottom of the problem.

Last week a run into Dorset seemed attractive and the route out saw The Colonel at his best – rapid, relaxed and roof down enjoyable. Having completed business, I set off to Stonehenge via Shaftesbury – roads with attractive features but blighted at this time of year by slow moving vehicles and roadworks. The Colonel was not on top form – spitting and generally bad tempered; things were bound to deteriorate, and sure enough on a narrow uphill stretch by temporary traffic lights, everything stopped. I could achieve a feeble tickover but any throttle resulted in either banging or stalling.

As always happens in a TR, someone stopped to push me into a safer slot and then an old Volvo paused to see if I was ok – the owner had a Bentley Brooklands and a few minutes of pleasant chat ensued – you meet some nice people when you're broken down – before the big yellow van arrived.

The thing about the AA is sometimes you hit gold, so when I was greeted with 'Haven't worked on these since I was in a dealership' I knew it was my lucky day. The splendid chap set about diagnosing the fault; plenty of spark, a lean mixture smell, Lucas pump working but after much delving and playing with the choke adjustment it became clear that the regulator was failing to regulate; end result – insufficient fuelling.

We could have given up then and called a truck but my AA man felt with careful adjustment of the choke, I might be able to get home without too much trauma. We plotted a route with a couple of meet up stops and apart from running a bit hot – and rather smelly – we got The Colonel home. Over a welcome cuppa we discussed the merits of 4's, 5's, 6's and 7's together with the lack of fun in modern car breakdowns.



I had been in touch with Jonathan Laver who runs J. L. Classics near Warminster about trying to sort the problem. With a decent diagnosis we can now look at resolving matters more confidently. It's definitely fuel based but there is some debate about switching to a Bosch system which Jonathan favours; I'm still unsure; if the problem is the regulator and the overall set up then the Lucas pump should probably get a reprieve.

If anyone has any thoughts on this, their views would be most welcome as it's very easy to see a large bill become frightening without a focused approach.

So, it looks like the coming weeks will be TRless which is a shame, but the problem is now too severe to risk usage. Classic motoring will have to be restricted to the SL and I probably ought to disinter the Austin 7 which is slumbering in a garage away from our temporary home.

James

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



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
June	26	Classic Cars on Christchurch Quay	Ashley – 07885 792711 ccotp.com
July	3	Haynes Breakfast Club, Sparkford	www.haynesmotormuseum.com
July	8/9	Classics in the Forest	www.dorsetmmoc.co.uk
July	10	Classic Cars at Arundel Castle	www.arundelcastle.org
July	17	Sherborne Castle Classic and Supercars	www.classicsatthecastle.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.

A request for The International Weekend

My name is Katrina Forey, for those who don't know me - I'm in the TR Youth Group, I'm the daughter of the Leicestershire Group Leader Mick Forey, and I'm also a Professional Photographer!

I'm writing to you all in the hope that you will encourage your groups to join in with a little event of mine;

This year, at the TR Register International Weekend, I shall be creating a space for everyone to bring their car to be photographed.

There is also a competition for the Best Dressed, judged from the photographs, and with prizes! I would like to seriously encourage people to have a little fun and dress up as the era of your car! 50's rock dresses, 80's suits and classic shirts, or maybe a sharp hat and a pipe will do? The photoshoot will be happening on the Sunday between 11am-1pm, please come along! And please dress up for the day - it would be great if we all joined in!

Please can you spread the word to your groups! Looking forward to seeing you all!

Kind Regards,

Katrina.



Classic Car Tours 2016 and The International Weekend



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.greatescapecars.co.uk

Requests from Andy Spencer and Sue Bell concerning the International Weekend:

I am once again managing the arena activities at Lincoln this year and put out this request to any of your members who would like to assist in the collecting and marshalling of cars into and out of the arena. I would anticipate a spell of no longer than a couple of hours. One day would be good, two would be excellent. If you could please ask your members to email me if they would be interested in becoming involved in what is building up to a very good weekend indeed.

Many thanks in anticipation.

Andy Spencer - South West Director Mobile: 07765-116590

And

I have been asked by Andrew Smith who is organising the Concours, Pride of Ownership and Triumph Survivors this year to contact you all and ask if you could please encourage any of your members that may be entering these events to pre-register via the website <http://www.tr-register.co.uk/lincoln16/concours> rather than leave it until the day as all entries have to be in by 12 noon on Saturday.

Sue Bell - Events and Office Support Administrator

The Long Road to Schwerin



I had returned from Portugal driving my 1960 Porsche 356 Cabriolet, a car I have owned for over twenty years and has travelled throughout Europe. My car had a problem, so I took it to my friend and local 356 specialist, the car was soon sorted and I was on my way. Driving up the gravel track, I noticed the unmistakable chrome radiator grill of an old Mercedes. It was a 1957 220S Ponton in white. The car was owned by a businessman who imports cars from North America. Normally the cars need full rebuilds, they often have good bodies bleached by the sun but worn out interiors and are in need of mechanical rebuilds. Occasionally he will find cars which need much less work.

The unmistakable grill mesmerised me, I was transported back to a car I had driven when I was 17, when an older friend gave me the keys to his Merc, the first decent car I had ever driven. I remembered the column change, the three pointed star dominating the bonnet and those beautiful body lines. The Porsche scrunched to an immediate stop on the gravel.

My immediate thought was "I wish I hadn't seen this car" because it was inevitable I would end up buying it. I already owned seven lovely cars and only just had enough space to accommodate them. I am not good at selling but love buying; it is a form of illness. Excitement took over- I realised I would never chance across another Ponton and even if I did it would not be as gorgeous as this one. I decided to go home and think, but not for long. Later that day I called the owner, we haggled and a price was agreed.

I was thrilled. The car was still on US plates ran, but needed work after 16 years of storage in California. The car was 100% complete including a lovely Becker Le Mans valve radio, the best radio on the market back in the day, and very hard to find today in working order as this one was. My friend and mechanic Owen Warboys checked the car over and the deal was done.

All this happened two years ago, and the immediate priority was to prepare my Mercedes Fintail for the 2015 Trans Am from Halifax to San Francisco and so for the next year my Ponton went into storage at my local MOT centre. Jonathan had room and offered to look after the Ponton. There she sat for a full year, and eventually Owen and I went to collect for the recommissioning. In my fantasy world I imagined blowing up the tyres and an oil change and off into the sunset I would drive. The reality was something different.

It turned out the car had every piece of paperwork from 1957 including the original invoice, the history file was the best I had seen. I even corresponded with the original owner who was by now a retired architect called Stanley Monroe-Smith aged 98, who replied using his typewriter. The Mercedes had been cherished and loved but the years of storage and not being used took their toll. Apart from the engine, gearbox and rear axle we had to change everything else. This car had only covered 3,000 miles since 1977, and the hot Californian climate had made anything rubber rock solid.

[Continued...](#)



If I listed every part I had to find, order, scrounge for this car the list would be several pages. This old Mercedes is like a well-made expensive Swiss Watch, or a beautifully made hand stitched suit. The car oozes quality, the downside being parts can be expensive and not always easy to find. Owen had the car dismantled, after all those years the wings unbolted, so did the trim and all the parts unscrewed without difficulty. Mercedes Benz I have to tell you are very proud of their heritage and their Classic Car Department at Sandown Mercedes in Poole is second to none. The manager Shaun Zealey worked with me, and for parts no longer made Thomas Hanna in Germany, perhaps the best Ponton expert in Europe, worked miracles. As always I spent far more money than intended, but decided I was going to have a good car.

I suppose Owen got carried away as he is a perfectionist and so am I. One morning I went to see the car on Owen's ramp, I could not believe what I saw. The underneath of the car was like new, concours standard without doubt. All repainted to original specification, everything new underneath. I said to Owen "we have crossed a bridge", the underneath was better than the top. I took another deep breath; I realised I needed to have the rest of the car as good as the underneath. I researched the colour and had the exact code, the paint of course was expensive and my painter said he could match something close. At this point I decided the car must be right, so we ordered the correct Ivory paint. More risk, I had asked for a full paint job down to the bare metal. I was confident there was no rust but how can you know. The car was taken back to bare metal and how relieved was I to learn it was corrosion free thanks to the kind Californian climate and Stanley's decades of care.

The obsession continued, the interior now looked shabby so I had my Ponton trimmed in dark red leather, new headlining, and sunshine webasto roof. The days and weeks turned into months and suddenly we were under pressure. In January I decided I would take the car to Schwerin about 100 miles east of Hamburg for a Mercedes Ponton meeting. Would the car be ready, it was touch and go. After the paint Owen had to reassemble; he used all new nuts and bolts, it all took far longer than planned.

The next morning we headed for Folkestone, the old Mercedes glided along on her new suspension cruising at a steady 70 MPH, and we just kept going, confidence growing all the time. We drove into France, Belgium, Holland, Germany and faced the Autobahn but the Ponton held her own. Oil pressure at the top of the gauge temperature normal and two days later we arrived in Schwerin a beautiful medieval city based in the old DDR part of Germany.

With many Ponton's present from all-over Europe my car had arrived, the first time back in Germany since 1957. Pride is a sin but she looked stunning and held her own well against the other cars. I am very proud to say my car was awarded a prize, which suddenly justified all the effort. My wife Jane and son Matthew joined us by taking a flight to Hamburg and train to Schwerin. The four of us drove the local roads in the bright sunshine with the webasto roof open.

Despite, heavy rain, fast Autobahn traffic and queues, we cruised home. The car has gone back to Owen to be checked over with some alterations to be made. I remain delighted that my dream has been fulfilled and my Ponton promises to be a very usable car. I am off to France in August, so naturally driving the Mercedes 220S Ponton of course.

Michael Eatough



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.	8.50
		Size: S=8, M=10/12, L=14, XL=16	
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.	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".	