

JOC Wessex Area

Please see the last page for future events for the Wessex Area, and contact either the organiser or the area co-ordinator for further details. Also, any suggestions for meets can be emailed to the address below. This is your area and your input is welcomed.

Editor :- Paul Lewis (Lewi) Email :- soggykitkat@hotmail.com

Newsletter July / August 2007

The ASBO has arrived

At last Lisa's car is finally on the drive and after some initial teething troubles, she is using it everyday for work. She has named it 'the ASBO' because it's a bit of a thug.....



... and she might very well be served with one because of the noise it makes starting up on a quiet Sunday morning

Wessex Area Meet at Tyntesfield House

Jill Bird has kindly organised a day out for all the Wessex members at Tyntesfield House on the 12th August 2007. Lunch has been arranged for 12:00 pm at the Failand Inn (B3128 Clevedon Road)

After lunch we will drive together to the Tyntesfield Estate where Jill has pre-arranged the assembly of our cars at the front of the house, so please feel free to bring a camera, be it digital or box-brownie!

The cost of entry to non National Trust members will be £9.00 and will be collected by Jill during lunch and hopefully she will be able to get a group discount. If you are a member of the National Trust, please don't forget your membership card for entry.

Please phone Jill on 01275 392913 to confirm numbers



For more information on this National Trust house

<http://www.nationaltrust.org.uk/main/w-vh/w-visits/w-findaplace/w-tyntesfield/>

Tyre Safety

At a certain meeting recently, I happened to spot a rather different type of tyre profile. Upon asking the owner if he knew they were H rated, he replied that he'd never really taken that much notice as the tyres were supplied new when he bought the car. 'H' rated tyres are good for speeds up to 130mph. The tyres designed for a Mk III Interceptor are 205/70/VR/15 where the 'V' is for speeds up to 149mph



Yes, that really is 134 mph on 'H' rated tyres !!!

The law states that all tyres must comply with the speed and load designs of the vehicle that they are intended to be used on. A fine of up to £2000 and 3 penalty points can be issued for **each** defective tyre.

Theoretically, you could lose your licence by being stopped once! It could also be an excuse your insurance company could use to stop paying out in the event of an accident.

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THE JOLLY JENSEN JO'GLE by Alan Smith



Some time ago I was thinking of some 'challenge' to do in a Jensen similar to the 'Inca Trail' I did in 2001. Due to cost and other restraints I came up with going from John O'Groats to Lands End non-stop in daylight. I did the Inca Trail soon after becoming Chairman so it seemed a good idea to recruit David Newby for a combined effort. Eventually the 'challenge' was refined to do the journey un-aided, off all motorways & motorised roads and within one day. The date that was selected was one week before the JOC International Weekend and with local knowledge (David in the North and me in the South) the route was finalised. We didn't choose the fastest route but one that was 'interesting'. David's FF was the preferred car.

The logistics was that I went to David's (near Rotherham) on the Wednesday in the Jaguar, it was left for David's wife, Helen, to travel to Devizes on Friday to pick up Jean and then go on to Cornwall the next day as route checkers. David and I travelled to Scotland on the Thursday. Our navigation techniques were proved but we learnt one lesson when on the last leg we missed a turning and went 10 miles down the wrong road due to low concentration. Thursday night and Friday was car-checking day but we also had to get some sleep on Thursday night and rest on the Friday, almost impossible due to nerves, adrenaline and staying at the only pub/hotel in John O'Groats.

We started out at 00.01 am on the Saturday in drizzle and fog. The route was along the Scottish east coast to Inverness then the A9 through the Cairngorms to

Perth. This is where we had to start motorway avoidance and learnt another lesson. We were using very detailed maps but it is hard not to take notice of the road direction signs, trying to use both led us on a tour of Perth. It wasn't really a lesson learnt as we made the same error in Exeter.

Out of Perth and it was on 'B' class roads to the Forth Road Bridge. There were major road works on the bridge but being spot on schedule we crossed very early in the morning and missed any hold ups. Around Edinburgh and continuing south on the A68 crossing the border and through the 'rally country' of the Kielder Forest and Northumberland. It was on this road that we saw our first Jensen; it was the pistachio green FF belonging to Andrew Tweddle of County Durham. After a quick stop to say 'Hello' it was back on to 'B' roads to Scotch Corner.

Then it was the A1, roads that used to be the A1 and any road that wasn't the A1(M). This was David's territory until we reached the A46, this is the Fosse Way which we stayed on. The fastest route would have been staying on the A46 then the A34 pass Newbury, but we stayed on the interesting route. Just past Stow we met up with Steve Johnson still roughly on time but had a fan belt failure, this took about ten minutes to fix and we were on our way to Cirencester where we knew the 'Wessex Area' were waiting. We passed the lay-by with the reception as we were due to re-fuel soon and waited for the meet and greet. It was great to see everybody, as it was proof that I was now really on home ground. The garage forecourt couldn't take us all and as we needed a little time to check over the car, Lewi suggested a parking



spot in Cirencester which we all went off to.

No maintenance or servicing was required but Lisa pointed out that we 'smelt' so David went off for a wash and I just changed my shirt. We had stopped for a short while along the Fosse way but our drinks had become undrinkable so the fresh tea, coffee and ginger beer was most welcome, thank you Lisa and Tony. I was a little worried about a 30-minute break but being kept 'active' didn't allow us to get out of our rhythm or feel our tiredness. Then off down the A429 and A350 in a small convoy but whilst passing Chippenham the brakes failed at high speed (do they fail at any other time?), this was when I really enjoyed the much needed refreshments. Was it coincidence as I couldn't have been closer to home? After a bit of fiddling and tightening up we were on our way again and said our goodbyes to all.



But just pass Westbury we were brakeless again! This time it had to be a certain fix so drastic action was taken; this was bypassing all maxaret and vacuum reservoir systems. In retrospect all the problems were self-inflicted. We knew the fan belt was loose but kept with it and it was the rubber chips from this that found their way into the maxaret unit and stopped any servo assistance. By now we were about an hour behind schedule but still comfortably in time. I continued to drive this sector as by now I was getting used to brake failures (I had one with Richard Lovell-Butt's C-V8, at least two on the Inca trail and now another two).

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Once we had regained confidence in the car we could again start to eat up the miles. Most of the holiday traffic had passed and our estimates on the 'home stretch' were generous. It was on the A30 just passed Honiton that we picked up Wessex Area members Mike and Grace. The only obstacle now was getting passed Exeter; this was a lot easier and quicker than expected so we were making up time continuously. All through the day, Keith Andrews was acting as a base and keeping us updated on traffic conditions as well as keeping well-wishers informed as to our progress. He had informed us about some road works which coincided with a show near Bodmin; it had taken the girls hours to do a few miles, but by the time we

reached this stretch it was clear. The hour or so we had lost was rapidly disappearing along with the miles and we called the girls who were at Sennen Cove to meet us on time. The planned time was at 9.00 pm and we pulled in 13 minutes early, exhausted but elated.



Mike and Grace were a few minutes behind us but drove with us passed the finish line and as far as we dared to the cliff edge to have a celebratory class of champagne and see the sun set. A pie and a pint and it was off to bed because in the morning we were motoring again to get back home. It was hard, but if it was easy it wouldn't have been worth doing. So what's next?

Alan Smith

Kingswood Classic Car Show

Kingswood (Wotton-under-Edge) Classic Vehicle Show on Saturday 1st September 2007 at the Kingswood Village Hall & Playing Fields on the B4060 Wickwar Road (one & a half miles south of Wotton-under-Edge - if you are not sure how to get there, give me a ring (0117 9562858) or email to john.andwendy@virgin.net).

There is still time to enter your Jensen in this show. Just write to Mr Rod Alexander, The Old Plume, Kingswood, WOTTON-UNDER-EDGE, GL12 8RN, giving him your name, address & telephone no. and the details of your car (Type, Make, Year & Registration No.). You must enclose a £2 entry deposit . This is returnable but normally we are happy to let it be a

donation. **please note that "your vehicle will be entered at your own risk and the organisers accept no liability"**

Would you kindly let me know (0117 9562858) or email to john.andwendy@virgin.net if you are entered so that I can make sufficient space available on our stand.

This is a very pleasant venue and even if you haven't entered your car before, we would like to see you there.

If your car is not on the road, bring a photo and we will give you suitable encouragement! The plan is for us to turn up from 12 noon onwards and congregate at our club

stand/marquee for a picnic. Cars not entered in the show should park in the parking area provided. For those who forget/can't be bothered to bring a picnic, they run a barbeque and filled rolls & cakes are available in the hall. There is also a licenced bar.

The afternoon can then be enjoyed looking around the 200 or so cars which will be on display, the Craft-Flower-&-Produce Show in the village hall and the various side shows and stalls laid out around the arena. It is an informal & friendly event which we are sure you will all enjoy.

John Parker

Bude Autumn Weekend - Oct 12-14th 2007

It's come to that time of year again when we start thinking of the Wessex Area autumn weekend. Due to the popularity of the event and the promise that if Bill Smith keeps his bar tab going, the prices should be the same as last year. The event is not too much

car related, more a weekend of socialising, walking and good company. If you are interested, please contact Jean Smith for further details. The event booked up early last year and we had to use the hotel across the road as well.

Area Co-ordinator:- Jean Smith - 01380 726876

Newsletter Editor:- Paul Lewis - 01249 446648

Wroughton Classic Car Show 4-5th August – Contact Alan Smith for details and to book. 01380 726876

Area Meet Tyntesfield House. Lunch 1^{pm} at Failand Inn Aug 12th – Contact Jill Bird 01275 392913

Kingswood Classic Car Show 1st September – Contact John Parker 0117 9562858

Bude Autumn Weekend 12-14th October - Contact Jean Smith 01380 726876