



WESSEX NEWS

Preserving the marque in Hampshire

**** Change of monthly run dates from June 2014 ****

The monthly runs have, for some years, taken place on the 4th Sunday in the month and the monthly meetings on the 4th Tuesday. This results in two group events taking place within either 2 or 5 days of one another. In addition, there is a clash between a run and a Bank Holiday weekend in May most years.

Therefore from June 2014 the monthly run will take place on the 2nd Sunday in the month.

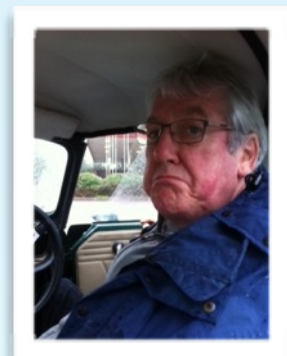
Welcome to February, and my second edition of the newsletter. Thanks to those of you who emailed after the last newsletter. Your encouragement was greatly appreciated.

I would like to instigate a new club award, The Editors Mention, for the member who goes that extra mile, for the sake of a trip in their car. This month it goes to Nick Clark. Nick hasn't been on a club run for some time but decided that the January event was a good opportunity to enjoy his car. Unfortunately he didn't get the cancellation message. Here, in his own words, is his story.



"I turned up at Ower Services on time for the Cobweb Run and discovered YCO 330 and I were tout seul!! Did I get the wrong place? Did I miss an email cancelling the event? Was I just barmy to think it would be still on? Do I get a prize for ruggedness? Or do I add this to my life's long list of heroic failures?"

I pondered all these questions on my way home, as YCO developed its usual driving through the rain in-car microclimate - a regular rainfall across the shins and knees, with a small stratocumulus effect of mist at head height and condensation on the windscreen. The erratic clack of the windscreen wipers and asthmatic rasp of the heater fan kept me company. Soggily yet safely at home, I gaze at the floor mats steaming gently by the AGA and feel satisfied that at least my car has lost its cobwebs, both blown and washed away."



A word from our leader

Our New Year dinner at the Elmer Court Hotel was an excellent evening, and it was great to see lots of people dressed in period garb appropriate to the age of their TR. Neil Winscom came dressed like Lawrence of Arabia which was bit confusing, but the film came out in 1962 so definitely TR-era. January Club night was well attended and we had a good chat about various topics. Chris Cunnington is currently dismantling his TR4A for restoration and he brought along the handbrake lever to demonstrate the efficiency improvement mod which involves drilling a small hole to move the fulcrum point of the lever slightly, to give more force acting on the mechanism. Poor handbrake efficiency is a common problem with '4A's to '6's and this is a simple fix and worth considering if you have similar problems.

I was very pleased to welcome a new member to our ranks; Alex Bianchi who has bought a Pimento Red TR6. The car is being fettled currently but I look forward to seeing Alex with the car at an event soon – in fact I look forward to seeing anyone with their car at an event soon but the weather has been so bad we've had to cancel both the Cobweb Run and our February Run planned for this Sunday. Keep an eye on our Facebook page and on e-mail however, because if there is the chance to get out in the cars we will make an announcement at short notice of a suitable pub destination to head to, for an impromptu meet-up.

Its inevitable at the start of a new year that thoughts drift towards what work might be done to your TR in the coming year. My TR4 is looking very shabby inside and is in need of a complete re-trim. Its original interior colour was red and I've decided to have it re-trimmed back to this original colour. Green with Red interior is a classic '60's combo, but whether it'll get done this year, we'll have to wait and see. I've also resolved to use my TR7 more this year starting with the TR Register Winter Ball in Chesterfield in March. The car has been parked in my garage since I drove it back from the MoT in August, so recently I thought I ought to start it and check all was OK. It started OK from the jump pack and I ran it up to temperature before trying the clutch and selecting gears. Last time the car was laid-up over winter the clutch seized and I couldn't get any gears at all. I had to resort to starting the car in gear to free-up the clutch plate. To my relief this time gear selection was fine, but when I began to release the clutch the car remained rooted to the spot! I always leave the car in neutral with the handbrake off, but the brakes had rusted on so it was out with the jack to find which wheels were stuck. It turned out to be the off-side rear drum, so a few gentle taps with my persuader were needed to free things up and the drum was soon turning again.

In light of this I think a brake service is needed and this will be done over the next few weeks with the intention of taxing the car ready for the open road in March.

See you at Club Night

Nigel



January Club Night

Club night arrived, once again under overcast skies and torrential rain. The journey to Lyndhurst was not pleasant at all and that was in a modern vehicle. I was impressed once again though, to see an intrepid owner had not been put off and Ian Evans was just parking his red TR4a as we arrived.

The evening was billed a "Natter and Noggin" and there were a good number of our members already in the bar with others arriving all the time.



The first order of business was to welcome a new member, Alex Bianchi has been in contact with Nigel for a while. He had been looking to buy a TR6 and now has found his car, a 1973 model, which is currently undergoing some work in Worcester, before heading south.

Then on to other matters, discussion was kicked off by Chris Cunnington who after starting one job on his car found he was suddenly doing a pretty full restoration. He had wandered into the club with a handbrake assembly in his hand, and went on to tell us about an adaptation he had done to ensure it worked better. Basically he had drilled a new hole in a slightly different place and now the handbrake seems to work better. For a more technical description you should ask Chris. He was also interested to know if anyone has used a company called SPL (Surface Processing Ltd) in Dudley, where he is planning to send his

panels to be dipped.

The discussion then wandered onto the subject of fuel. This went on for sometime and covered all sorts of technical bits and pieces. New member Alex was able to contribute in relation to the quality of fuel as he works at Fawley. The main discussion centred around whether a car should be left with fuel in the tank over winter. There was no clear outcome. The consensus was that if left empty it is possible that the tank can gradually fill with condensation, but if left full, it is likely that fuel will degrade and cause a car to run badly.

So after a bit more general chat the meeting came to an end and everyone headed back out into the very wet and still windy night.

Next Club night is Skittles at The Phoenix Inn Twyford on 25th February

A bit of a do

With Christmas washed out of our memories by the persistent rain, saturday the 18th of January arrived and so did the Wessex Group post christmas party. The function was being held at the Elmer Court Hotel, Lymington, and 29 members and partners came to join in the fun.

Many of the group had opted to spend the night at the hotel and arrived to take advantage of the facilities provided in the afternoon. Then it was time to dress for the evening. The advertised dress code was rather wide-ranging. It was suggested that members may wish to take the opportunity to wear clothing of the period in which their particular TR was produced, but if that didn't appeal, fancy dress, black tie or smart casual was also suggested.

It was therefore a rather eclectic mix of diners that gathered in the bar for pre dinner drinks. There was no award for best dressed, but in my personal view it would have been difficult to pick a winner.



Thanks to Kevin Warrington for taking these very nice portraits.





Only one of our number opted for the fancy dress option. Good for you Neil, and he stayed in his outfit for most of the evening.

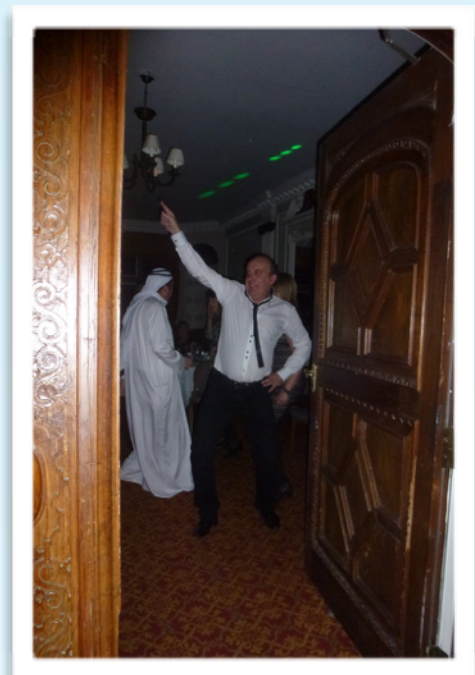


After a delicious dinner and convivial conversation, it was time for John "The DJ" Davies to fire up his music machine and get the dancing started.

The evening was rounded off nicely with some enthusiastic dancing and amazingly not all the men decamped to the bar.



A great night was had by all and hopefully next year a few more of you will be able to join us.



February Skittles Night

Club night on the 25th February will once again see us pitting our ball rolling skills against one another in the skittles alley

The event will take place at :-

The Phoenix Inn, High Street, Twyford, Winchester, SO21 1RF .

If you are planning to come along, you need to order your food in advance please decide what you want and email your order to Stuart by the **21st February**
Stuart.thompson12@ntlworld.com

To view the menu click on this link:-

http://www.thephoenixinn.co.uk/hot_menu.htm



We look forward to seeing you try and beat last years winners

Tony Alderton - Mens Champion

Liz Jordan - Womans Champion and seems to have avoided the camera - as

always !

and finally Geoff Glover - Killer!



The Rebirth of a Diva - Part 2

Written by Jim Pullen

All the tools but no idea

I hope you enjoyed reading Freda's rebirth in the last newsletter, and now the adventure continues.

With a fresh MOT, her first in 32 years it just remained to visit our local DVLA office and get a new free tax disc and sort out the rich running.

Now I should point out that at this point in June 2013 I knew absolutely nothing about mechanical fuel injection, I hadn't timed an engine since I was 18 and I thought Lucas was the British equivalent of Bosch. But by now I had bought all the books, the brown one, the Haynes one and even the Autobooks one. Whatever was causing the problem couldn't be too complicated...could it?

Slowly bit by bit we went through the timing, the sooty plugs, something called a metering unit, the choke, the injectors, the butterflies, and so much more. It was getting better but not quite there, poor Freda was still very smelly.

By now I had other snags to sort. I left the sidelights on one night and had a very flat battery in the morning not helped by a glovebox light that never went out. The alternator died in sympathy and the speedometer had a bounce problem with a screech and a squeal. I also had a couple of oil leaks to sort and my clutch had air in the system. Now this all sounds like quite a list on a newly restored car. In fairness, circumstances had meant she hadn't done many miles since the rebuild and I never expected or wanted a restored car where everything had been replaced by new parts made in Asia.



So off to JSWL in Waterlooville she went and stayed for a month. To cut a very long story short, nothing was drastically wrong it was just a number of small things that mounted up. So with restored throttle bodies, butterflies synched, new plugs, engine timed, leaky injector pipes replaced and tappets adjusted she flew back down the M27 with my wallet a lot lighter.

Now onto the other snags, I changed the alternator and repaired some 40 year old wiring and we had power! The spare alternator I had obtained before Freda even arrived together with a toolbox full of other bits, just in case. The speedometer was more fun, by now I had worked out the cable was fine and as the odometer didn't work either it just had to be the internals causing the problem. So out it came without fuss and taking a deep breath I opened the case fully expecting the whole lot to fall out...but it didn't, in fact I could see the problem straight away. One of the spring loaded clips that hold the cogs in place was missing allowing the cog to slide across causing the bounce and squeal, it was also pretty mucky in there, so a good careful clean a little light oil and a clip off another speedo I had already bought, and was in my box of bits and hey presto....no bounce and the odometer now worked. The reset cable didn't reset though, but I found all the bits and can sort that out later. As I type the tachometer is a little noisy but after 8 months 'fettling' I'm now confident I can sort it out.



What was annoying me though was a persistent oil leak that after a run seemed to ooze from every part of the engine, now I know you are going to say 'it's an old british car, what did you expect' but the bit of cardboard box on the garage floor was about to be replaced by a large piece of marine ply. By now I could think for myself so I thoroughly cleaned the lower engine, went for a short run and put her straight onto ramps....and there it was, a little dribble from the front sealing block. A quick bit of research quickly showed the alloy



block was a weak point and liable to thread stripping, TSSC do a nice steel block which was duly purchased and a quick grovelling phone call to my new best friend in France followed.

So on his next visit across I made sure he had the very best guest bedroom, fluffy towels, my best coffee and plenty of bacon rolls. There then followed an education in engine stripping, air filter, radiator, fan, cross member, timing case, oil drained, sump removed, timing chain and gasket all off in an hour. Fastidious cleaning and then a slow reassemble. The new block fitted perfectly so full marks to TSSC.



By now my confidence level was growing, I had learnt how to drop bolts that disappeared into the void below and never be found again, I was down to finding the right spanner after just three attempts and I even had a boiler suit.

To be continued... and now we are off on our first run...



Thanks to all of you who have joined our facebook community. The pages are receiving regular views from lots of people, but I am sure there are a few of you who haven't had a look yet, so don't be shy, find your January Newsletter and follow the instructions to join in.

Please feel free to post anything on the page you wish to share with the group, but once again remember it is a public page.

<https://www.facebook.com/wessextr>



As the title suggests, this years event at Stoneleigh Park in Warwickshire is a combined Triumph and MG day .

The event is on Sunday 2nd March doors open 9.30am until 4pm. A huge number of exhibitors will be in attendance. So if you need any new bits for your TR or just fancy a day out, tickets costing £8 plus booking fee, can be purchased in advance from the dedicated website, which can be accessed via the link below.

<http://mgandtriumphsparesday.co.uk>

Wessex and New Forest Triumph Run

Instead of a club run in April, we will be joining the Triumph Sports 6 Club for their annual run in the Forest and surrounding area's . This years event takes place on **Sunday 6th April**. It starts at Avon Heath Country Park, Ringwood and this year, ends on the seafront at Bournemouth.

Entry is £12 per car with an optional £1.50 for a commemorative plaque. All entries must be submitted by **31st March 2014**.

The entry form can be downloaded from the events website, or if you don't fancy doing that I have a copy which I will email on request. via the newsletter email address :-

<http://www.triumphnewforestrun.co.uk>

or

wessextrnewsletter@gmail.com



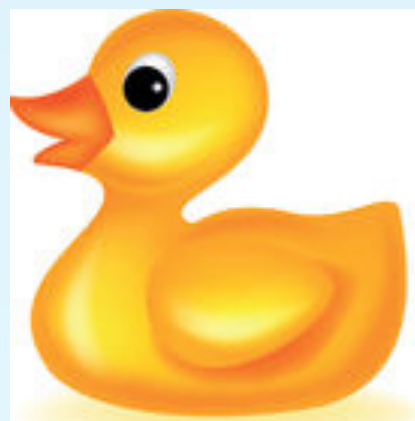
This years event takes place on **Sunday 9th March 2014** . I hope you've been spending all these wet winter days usefully, by designing/training your ducks for this year's Duck Race! Wessex members who've been around for a few years will, no doubt, already be well on the way with their preparations for this year's event but, for those of you who have never competed before and think we've gone completely mad, let me tell you that it's a good laugh, anyone can take part and there are some coveted trophies up for grabs. All you need is a plastic duck; however, there have been some remarkable entries in the past - some home-made, some radio-controlled and some that didn't even look like ducks (we even had an alligator one year!).

As usual, there will be three classes of entry:

1. Standard,
2. Modified
3. Children's.

However, we sometimes give away extra prizes and this year, prizes will also potentially be awarded for the "Best Dressed Duck", the "Best Design" and the "Best Entertainment", if there are any worthy contenders.

You are invited to read the regulations below, which are generally ignored - however, who knows, one year the judges may start getting strict!!!! All ducks entering the Standard Class and the Children's Class must comply with the Standard regulations; all deviant ducks will be placed in the Modified Class.





Everyone is welcome and you can come along either to participate or to spectate. Any help with marshalling on the day will be most gratefully received, as there is ALWAYS a huge amount of cheating!!

We shall be gathering at The Filly Inn, Lymington Rd, Brockenhurst, Hampshire SO42 7UF(between Brockenhurst and Lymington) at 12 o'clock (the pub does lunches and is popular - you are advised to get there early if you want to eat) and then at the Whitefield Moor car park, Rhinefield Road (on the road from Brockenhurst to Rhinefield), at approximately 2 p.m., for scrutineering. The race will probably splash off at about 2.30 p.m..

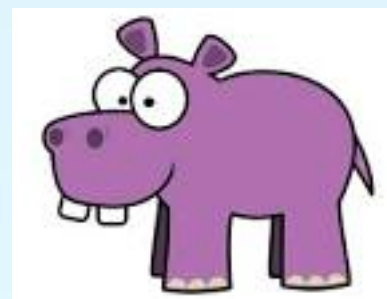
Given the huge amount of rain that has fallen out of the sky this year, it might perhaps be nice weather for ducks but competitors could be well advised to wear wetsuits! At the very least, however, I would recommend that you bring wellies or stout shoes, as the path to the stream can get very muddy; also some warm clothing (Whitefield Moor is often a windy place) and perhaps a flask with a warm drink for afterwards. Having said that, with one or two notable exceptions, we have often been blessed with very fine weather!! There are toilets at the car park and sometimes, an opportunistic ice cream van.

See you all there and may the best ducks win!

Neil Winscom (Chief Duck-head)

Regulations:

- 1) The race will be held over a course of approximately 1/2 mile on Ober Water in the New Forest.
- 2) Competitors may enter in teams of any number but each team shall have only one duck.
- 3) Ducks may be made from any safe material.
- 4) All Standard ducks must have a realistic duck-like profile.
- 5) Modified and Children's ducks can have any shape or form but the scrutineers may require additional inducements to allow ducks that look more like hippopotamuses (or is it hippopotami?), torpedoes, or Sea Cats.



6) The overall base length of Standard ducks must not exceed 7 inches (or 178mm for the cool modernists amongst you).

7) No artificial means of propulsion may be used in the Standard Class.

8) Standard ducks may not be fitted with superchargers or turbochargers. Any internally-generated wind assistance will be construed as turbocharging, so you are advised not to feed your ducks on any pulses, prior to the race.

9) All ducks must comply with the EC emissions regulations, so you are advised etc., etc.....(see rule 8).

10) All teams must register before the race and all ducks will be subject to official scrutineering by the judges.

11) Race numbers will be issued but it would be useful if ducks could be trained to respond their own names, in case they wander off.



12) Once under way, competing ducks must not be pushed, poked or prodded, unless they are stationary.

13) Prodding sticks must be collected from the Forest at the start. (No drain rods or chimney rods will be permitted).

14) In the interests of safety, a strict speed limit will be enforced along the course and there may be hidden speed cameras. Ducks that cross the finishing line well ahead of the rest may well be disqualified for speeding.

15) If the last duck falls well behind the rest, then it may, at the marshals' discretion, be removed and replaced 3 feet behind the others.

16) No swimming, walking in the stream or on other teams' ducks will be allowed. If any competitors are found to be wandering in the stream, then their ducks may be ejected from the water at high velocity, by the marshals.

17) Any duck removed from the water in this manner must be replaced by the team in the exact position of its ejection (not thrown back in 100 yards further down the course!).

18) Each duck must have a certificate to show that it is vaccinated against Bird 'Flu

Good luck to all who enter, may the best duck win

Basingstoke Festival of Transport



Sunday 11th May 2014

11am to 4pm

War Memorial Park, Basingstoke

We will be joining with other southern TR Register groups for a club stand at this event. If you wish to attend you should complete the entry form on the next page and send it to Nigel by 25th March 2014 so that the group application may be completed.

Post to

Nigel Jordan
47 Broomfield Drive
Alderholt
Fordingbridge
Hampshire
SP6 3HY

This should be a fun way to start the 2014 display season.



THE THORNYCROFT SOCIETY LTD.



Basingstoke Festival of Transport

At the War Memorial Park, Basingstoke

Sunday 11th May 2014.

Car Club Vehicle Entry Form.

NAME OF CAR CLUB:		
REG. No.	VEHICLE MAKE & MODEL.	
DATE BUILT.	ENGINE MAKE & SIZE.	
BRIEF HISTORY OF VEHICLE;		
OWNERS NAME.	Tel. No. Day.	Evening.
ADDRESS.		Post Code
Insurance Co.	Policy No.	Expiry Date.

PLEASE RETURN THIS COMPLETED FORM TO YOUR CHAIRMAN OR COORDINATOR

Festival Specialist Car Club Contact:

Mr Garry Bone, 19, Foyle Park, Basingstoke, Hants, RG21 3HD.

01256 352862.

Conditions of Entry:

1. There will be no movement of vehicles between 11.00am to 4.00pm. Between these times, Vehicles only to leave the site in an Emergency, or Abandonment of the Event and then only with the Rally Organisers Permission and under supervision of Rally Marshalls.
2. **Entry Number to be displayed to gain entry onto the Rally Site.**
3. Entries must be entered in a clean, complete & safe working condition. Substitute entries only allowed by prior arrangement with organiser.
4. All entries must be INSURED against all THIRD PARTY RISKS, fully licensed and tested in accordance with the regulations applicable to that type vehicle for road use. The organisers reserve the right to ask for proof of these items. Entries MAY NOT BE RUN ON TRADE PLATES.
5. Steam wagons & engines will only be admitted if the owners can show proof of boiler insurance & annual inspection to the Festival Organiser.
6. Owners must ensure that all drivers are fully qualified in law to handle the class of vehicle entered. No unlicensed persons to drive on site.
7. NO VEHICLES TO BE RUN ON SITE ONCE POSITIONED. All unattended vehicles shall be left securely braked and/or chocked.
8. A speed limit of 10 MPH shall apply to all vehicles, in all event areas off the public highway. NO WHEEL SPINNING ON THE GRASS.
9. Drivers must pay full regard to marshals instructions & conduct themselves in a manner which will not inconvenience other road users or other persons at any time.
10. Private cars built after the 31st December 1980 will not be accepted unless otherwise negotiated with Section or Rally Organiser.
11. NO PETROL GENERATORS TO BE USED ON SITE.
13. The closing date for entries is 1st April, 2014. Any entries accepted after 1st April will not be entered in programme or entitled to a rally plaque.

Please sign that the above conditions are understood & will be adhered to.

SIGNED _____ DATE _____

Closing date for entries is the 1st April 2014, late entries may or may not be accepted, but will not appear in the Rally Programme or receive a Rally Plaque.

Letters to the Editor

In response to last months request for members to get involved with the newsletter, the editor received this thought provoking email from Michael Eatough :-

"I have had a passion for old cars for many years and consider myself lucky to own eight of them ranging from an Austin A35 van (Norman) to a rare Porsche. My little white TR2 has given me much pleasure and I have owned her circa 20 years so she is a fixture. I am not good at selling, only buying.

Very recently the local Austin Club asked me to be their Press Officer and I have found myself accepting the role. With owning five different makes of classic cars it is difficult to attend all functions, it is just too difficult. However I want to explain why I have accepted the post offered by the local Austin Club and to explain how this in my mind may provide a link to TR and other makes.

I have noticed in the various clubs membership is getting older, owners of Porsche 356 for example are late fifties to as old as early eighties and in general including our TR Club the average age seems to be increasing. The cars are all becoming more valuable and I suspect young people with families cannot afford the luxury of a classic car. Insurance will also be expensive for the young.

I am thinking to create new members who can afford to acquire classic cars is very important. So somehow we must encourage the next generation the best way we can. My youngest son Matthew is nearly 15 and he loves the A35 van and a little blue Frogeye Sprite which is part of our fleet. I can hear some TR members thinking "what is Mike on about" to answer my own question we need to encourage ownership of any vehicle so youngsters can graduate from lets say an A35 to owning more important cars as life allows. For example an A35 is easy to drive and relatively easy to insure and a good starting place for a youngster. Having given this idea some thought I plan to try and see if there can be greater cooperation between local clubs.

I would like us to think about encouraging young boys and girls to be part of the classic car community which is valuable to the UK economy and gives all of us a good hobby and comradeship. Perhaps periodical joint meetings and invitations to children and grandchildren to occasionally take part.

I need to develop my thinking further but the increasing age of membership should worry all of us. We need to preserve our cars for the next generation and for them to be able to cherish them as we are doing and hopefully will continue to do for a long time to come.

I see the link with Austin is important as these are still relatively inexpensive cars to buy and run ideal to encourage the young. I see youngsters starting with one of these even learning to drive in one, so they can graduate when finances allow. Little Austin's have a big following in their own right, but in my view they are perfect starter cars.

Any thoughts about developing this theme? Or have I completely lost it?"

2014 Diary of Events

February 2014

23rd This run has been cancelled due to Weather conditions. A late decision for a meet at a pub will be made on **21st February**

25th Club Night - Skittles
7pm The Phoenix Inn, High Street, Twyford, Winchester, SO21 1RF

March 2014

9th The Annual Duck Race

Scruntineering commences **2pm** at Whitefield Moor Car Park

25th Club Night - A two part Quiz hosted by Roy

30th Club Run - Awaiting Details

April 2014

6th The New Forest Run - entries by 31st March see website for details
<http://www.triumphnewforestrun.co.uk>

This event will take the place of our April Club Run

22nd Club Night - An evening out

May 2014

11th Basingstoke Festival of Transport

25th Club Run - Awaiting Details

27th Club Night - An evening out

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