



WESSEX NEWS

Preserving the marque in Hampshire

The day has finally arrived and I find myself typing my last contribution to this newsletter as editor. Back in the summer I found competing demands on my time were leaving me very busy and so took the decision to resign as editor. I have thoroughly enjoyed my time in this post and have found that it has helped educate me immensely in all sorts of aspects of TR's, TR Register and the owners. I did wonder who the committee would find to take the job on and last week the post was filled once again.

Your editor is now James Barnes , a new member of the group who has taken the opportunity, very much like I did, to use the role as a way of finding out all about us and our cars. James will also be joining the Social Committee , something I didn't do as one Pullen on the committee is enough!!

Stuart, Jim and I had a very pleasant lunch with James last week at The Boot, Houghton where we discussed the role and how it would go forward. I was very happy at the end, to hand over my editors cap. I hope you will all offer him as much support as possible and continue to send in articles about your adventures. The email address [**wessextrnewsletter@gmail.com**](mailto:wessextrnewsletter@gmail.com) will now be maintained by him.



James is the proud owner of a 1974 Yellow TR6 so look out for him as our events in the new year. He is not a new classic owner as he also owns an Austin 7.

There is still one club night left this year on Tuesday 24th November at The Nondescript Club, Lyndhurst, I hope you can get along . The first club night in 2016 will also be at the Nondescripts Club on January 26th. Before that we have our weekend away in Shaftesbury. There is still the opportunity to come along if you haven't booked yet. Full details available on page 5. It only leaves me to wish you and your families a Merry Christmas and Happy New Year.

Lorraine PULLEN

A word from our leader

Hi Everybody,

Welcome to the November edition of the Wessex Newsletter, the last one in 2015 and also the last Newsletter under the editorship of Lorraine.

Tempus Fugit and all that. Time has certainly flown this year and the social committee have been very busy as usual planning for the next year's club nights, monthly runs, meetings, visits and talks. Hopefully a mix of what we know works and something new. We have a pretty good idea of what is going to happen in 2016 but if anyone out there has a bright idea or something they would particularly like to do (TR wise that is) you know where to find us.

Last month's club night at the Empress of Blandings was an interesting talk given by David Thomson from Vintage Tyres. Judging by the volume of questions asked it was enjoyed by the 20 of us who were there on a wet old evening. It was nice to meet Chris and Nathalie Twitchin who were attending their first club night. Hopefully it won't be their last.

The last club night of the year is the usual DVD evening at the Nondescripts club. A chance to experience some interesting "footage" loosely connected with motoring and TR driving as well as the opportunity to indulge in TR talk! There might even be mince pies.

The next club night will again be at the Nondescripts. A low key natter and noggin, to get you in the mood for 2016 and all things TR. No run in January as we have had problems over the past years with the weather, so the first run of the year will be in February and organised by John Davies. He won't know yet where we are going, I just hope he does on the day.

If you are thinking of joining us for the New Year weekend away we have managed to get some additional rooms. I would like to welcome Bill Preston from Romsey, who resides not far from me, back to the Wessex fold having just rejoined and hope to see him next year at one of our meetings. It just leaves me to wish you and your family a happy and relaxing Christmas and New Year. And I hope to see you in 2016.

TTFN

Stuart



Beware of Tired Tyres

By Stuart Thompson



Can't beat a good bit of alliteration in a heading I say. October club night with a difference. Different speaker, different venue. We were at the Empress of Blandings for a change in the upstairs room. Twenty of us turned up on a not so pleasant evening to hear David Thomson of Vintage tyres talk about tyres. Vintage tyres was formed in 1962 by Lord Montague to maintain supply of Dunlop tyres for vintage and veteran cars and motor cycles. They are based in The National Motor Museum in Beaulieu with a stock of nearly 20,000 tyres.

We take tyres for granted, at least I do, but they are extremely important to safe comfortable motoring. And over the last 174 years they have come an extremely long way. In 1841 Charles Goodyear developed the vulcanising process (and later gave his name to a tyre company) and so the motor tyre came about. John Boyd Dunlop in 1888 re-invented the pneumatic tyre, suggesting that someone got their first but didn't appreciate what they had. It was amazing to see what the motorist of the time had to do to repair a puncture. They basically had to heat up a metal clamp and re-vulcanise the punctured tyre by the side of the road.

David spoke about the Barlett Clincher Tyre which relied on inflation pressure to stay on the rim (no wire) and had many problems. High pressure equalled a hard ride with punctures, poor quality and bad roads. In 1895 the average tyre life was 300 miles, 1899 (25th February) saw the first car accident in England and in 1903 Continental and Michelin adopted "raised treads" of smooth round tyres, everyone else followed. By 1904 the average tyre life had jumped nearly 7 times the 1895 figure to 2000 miles.

To continue the timeline, by 1920 tyre life increased to 5000 miles. Wired on type tyres (more alliteration!) became the norm. Charles Welch Design tyres, wired on, well based in profile were the better tyre. Low pressure equalled comfort, easier to fit, rims better and easy to standardise. They were first patented in 1890 but Dunlop bought the patent and suppressed it. Between 1925 and 1940 Michelin's Bibendum system was very popular as it only has half a well. In the US a "straight sided tyre" with a flat base rim was developed and is still in use today on trucks.



Let me know if I'm beginning to bore you? 1940 saw BF Goodrich start to work on an "new" tubeless type detachable tyre and in 1946 Michelin invented the first practical radial tyre, becoming commercially available in 1949. By 1960 average tyre life increased to 10,000 miles. Lower profile tyres began to appear in the late 60s offering improved performance, reduced slip angle, less un-sprung weight, bigger brakes etc. In 1970 Apollo 14 Moon buggy used Goodyear tyres. In 2015 average tyre life is now 30,000 miles (fwd cars 20K front, 40K rear)

David gave a very entertaining talk and judging by the volume of questions it was enjoyed by the audience. Just to pick on one topic, we had a long discussion on tyre age. With classic cars doing a few thousand miles at irregular intervals, the tyres are unlikely to wear out before they become seriously old. The tyre as they age loses elasticity and become less efficient. Tyres contain anti-oxidising chemicals to slow the rate of ageing but they need to be in use for these to be effective. Infrequent use or poor storage can accelerate the ageing process and make tyres un-roadworthy. Low mileage older cars tend to be more at risk from premature ageing.

For those interested in establishing the age of their tyres, the date the tyre was made will be on the sidewall in the form of four numbers. Usually preceded by the letters DOT. The numbers represent the week number and year, so 3410 will be week 34 2010. Try and use this information when buying tyres with the longest shelf life. David quoted one recent example of a very aged set of tyres. The customer came in to have his tyres swopped around. The tyre fitter in Vintage Tyres noticed that they had "Made in West Germany" on the side wall which was a bit of a give away. They refused to swop them around!

On behalf of Wessex TR Group I would like to thank David for an interesting talk.

Post Christmas weekend away 16th -17th January 2016 - Last Chance

Its still not to late to come and join us for our weekend away at The Best Western Royal Chase Hotel, Shaftesbury.

Rooms are available to book through Sue Chorley at a cost of £80 per person for Dinner, Bed and Breakfast for double occupancy and £85 per person for single occupancy. Rooms are also available for the Friday night at the same price.

Its usually a fun night out and this time we can all enjoy a good drink without having to drive home . We have a private room for dinner and afterwards a Disco for a bit of exercise to lose those extra christmas pounds.

Menu choices will be required in advance and need to be sent to Sue no later than 15th December along with your final payment.

For further information and to book your room, please contact Sue directly:



Tel: 023 8029 3492

Email: bschorley@btinternet.com

Cheques to be sent to:

248, Woodlands Rd

Woodlands

Southampton SO40 7GH



Menu

TR Register Wessex Group New Year Away Weekend
16th January 2016

Starters

Cream of Leek and Potato Soup
Served with warm Onion Bread

Field Mushroom

Stuffed with Draycott Blue Cherry Tomatoes and Red Onion served on Crisp Salad

Chicken Liver and Cognac Pate

Served with Crostini and Rocket Salad

Mains

Roast Loin of Local Pork

Served with Sage, Onion and Sausage Meat Stuffing and Roast Potatoes

Chicken Supreme

Served with a Tarragon sauce and new potato cake

Pan fried Salmon

Served with Hollandaise sauce and a new potato cake

Wild Mushroom and Spinach Filo Tart

Served with French Bean and Pine Nut Salad

Desserts

New York Baked Cheese Cake

Served with Strawberry Compote

Apple and Rhubarb Crumble

Served with Custard

Selection of Local Cheeses and Biscuits

Served with Celery and Grapes

£20 deposit to Sue Chorley asap to confirm your place
(cheques payable to Wessex TR Group)

Full balance and menu choices due by 15 December

The French Connection

By Jim Pullen

Following the club run to Bucklers Hard in July, I noticed several things. Apart from it being a great day out with sunshine all day, good company and a great TR turnout I had a very sticky clutch and I was running a smidgen on the rich side, not unusual for a PI you say, well true but even other PI owners were making comments. So the plans were laid for an autumn lay up, it was gearbox out time!

The very thought of removing a major part of my car for the first time filled me with dread, so I adopted the one piece at a time method, first task was to acquire some nut and bolt receptacles. So off to the local Supermarket to purchase plenty of olives from the deli in their rather handy plastic containers with lid. Then it was interior stripping, seats, steering wheel, carpets, 'H' frame, kidney pads and last of all the gearbox tunnel.

Whilst down there I also took the opportunity to change the speedo cable and add inspection panels in the tunnel for oil and the speedo connector.

It was also time to finally get rid of an annoying oil leak somewhere around the timing cover, this is something we had attempted before but the leak remained and was spoiling my nice garage floor. So! bonnet off, radiator out, grill out, engine bay cleaned down with gunk and a daily inspection to narrow down the leak which had spread oil all the way back to the propshaft.

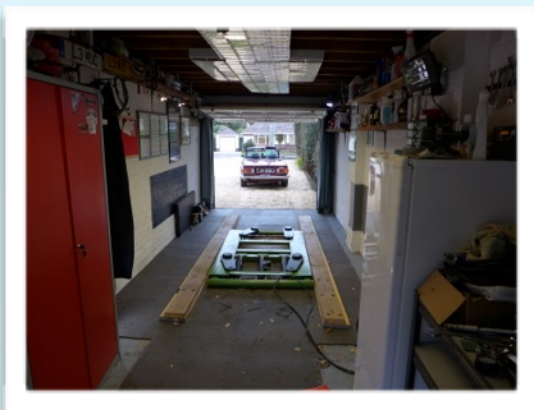


At this point my mate from France arrives, bearing in mind he drove 900km to the ferry port, had an overnight crossing and then after a coffee can't wait to get into the garage! So an hour and a half later gearbox is now on a table in the garden. And that is when we diagnosed what was causing the sticky clutch. The release bearing carrier as you know rotates on the fork pins, but there is a pin to stop the rotation. Over time this had worn a significant groove as I hope you can see from the picture and was now making gear changing pretty much an on/off switch.



The release bearing was also slack which caused a 'screech' when cold. The answer lay in a new bronze self lubricating carrier without a pin and a beefy uprated bearing which slotted in first time. I also took the opportunity to change the fork pin which was already showing signs of fracture. The end result was very satisfying. The clutch was now smooth whatever the weather and certainly lighter, not as light as a modern car but well up to a Sierra/ Cavalier and makes a big difference in traffic.

Then it was on to oil leaks, whilst the timing cover was off we felt it was a good time to check Cam to Crankshaft timing and make sure TDC was exactly where the marks showed. The pulley damper can slip on its rubber mounting and as I have an endoscope we could peer straight into No 1 cylinder and find true TDC. I also had a donated double glazing window which when I laid the timing cover and sump onto it showed the high points....neither were flat and required some fettling. We then fastidiously refitted new gaskets and sealed with Hylomar. New oil and filter was fitted, bonnet back on, which is always a pain to line up, then it was time for a start.



As I reconnected the battery, you have to remember Freda hadn't run since July and we were now into the end of October. I fully expected the starter motor to spin for a while before we got a cough or splutter.....but no! full choke, a little pressure on the accelerator ,one turn of the key and were in business. Before she was even warmed up we were out for a good 50 mile around Hampshire. Then it was back in the garage and up on the lift....and no leaks!

But what about the rich running you ask, that one is easy, the MU was timed to the camshaft alright, just not to the correct port, plus the injectors tended to dribble more than spray a nice cone. I went from 12mpg to 28mpg in one hit. Idling still needs a little work I feel, which is borne out by a jig for lining up throttle bodies I bought. Mine are so far out I can't even get the jig to fit. Oh, and the PRV was stuck as well.

The work here was now done, time to spend a week in France, so it was back down to Portsmouth for the overnight ferry to Le Havre and then 900Km down to the Hautes-Pyrénées. Weather was a bit different, grey overcast and raining turned into 22 degrees and sunshine. My mate has a stable of TR's including a very late Speke TR7 which was a dodgy build out of the factory let alone now! but he has restored it back to a daily driver which is a pleasure to drive.



As I have no doubt mentioned before, his wife has a lovely Jasmine 6 whilst he has a 5 and several more 6's including a fire breathing racer. The workshop would put a commercial garage to shame and even includes two test beds to run 6 engines on before fitting to cars. I had a very enjoyable week spending our days 'fettling' and driving his cars through the quiet french countryside, and in the evening drinking his red wine and eating cheese.



Ivor Bleaney of the New Forest

I know many of you attended the 50th anniversary celebration of Ivor Bleaney Classic Cars in September, when over 130 classic cars and over 300 enthusiasts had a great day out at the Sir Walter Tyrell pub. For our last Newsletter of 2015 we have included a 'wanted' advert from Ivor for any of you thinking of selling or know someone who might be interested.

IVOR BLEANEY OF THE NEW FOREST

Wanted for Cash

Immediate decision.

**All TR's prior to the seven.
2, 3, 3a, 4, 4a 5 & 6,**

**Phone: (01794) 390895
email: ivorbleaney@msn.com**

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

Wessex Group Regalia

Tony Alderton is our regalia manager and he has put together a 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. Shown below are the current range of items available bearing the Wessex group logo.



Low profile heavy cotton drill cap front and rear



The favourite T shirt
(female)



Jersey crew neck T shirt



Short sleeve polo shirt



Sweatshirt
Classic 80/20



Full zip fleece

Full details of sizes and colours available and the all important cost of each item, is provided on the order form which can be found at the end of the newsletter. Any other queries about regalia should be made to Tony Alderton

2015/16 Diary of Events

Wessex Group Events

November 2015

24th DVD night at Nondescripts Club 8pm

January 2016

16th-17th Post Christmas weekend away - The Royal Chase Hotel, Shaftesbury
<http://www.theroyalchasehotel.co.uk>

26th Natter and Noggin at The Nondescripts Club,

February 2016

14th Club Run - Awaits details

23rd Club Night - Awaits details

March 2016

13th Club Run - Awaits details

All events are covered in full on the Wessex

Tr Register Facebook page and any late updates or cancellations will be published there.

Other events of interest

Weekly events - Classic cars on the Prom too many dates to add them all but various meetings in Bournemouth, Christchurch and Highcliffe Castle all over the summer.



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

TR Register Wessex Group Clothing Order Form

Name:

Contact number:

E-mail Address:

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 (<i>female</i>)	BE07 6	Mid Grey, Berry (<i>Raspberry</i>), 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 (<i>male</i>)	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	BA306	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	SS200	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	SS528	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".	