



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.

Well the sun finally has its hat on, and the nice sunny weather must surely be encouraging some of you, to dust off the cobwebs and get those cars out. This month we have two great events on the calendar plus club night and "Drive it Day" on the 27th April .

Easter Sunday will see some of our group at the Easter Revival meeting at Thruxton. I haven't looked at the weather yet, but last year Jim came home resembling a popsicle, he was so cold. I hope it's a glorious warm sunny day for you all. If you don't fancy real cars racing, don't forget to turn up for the Scalectrix racing on club night . I am told that John Davies has even more track than last time. And then, in early May, we are joining some of the Kennet Valley members at the Basingstoke Festival of Transport.

Lots to look forward to over the summer, our May run is to the National Trust property at Stourhead. The gardens are amazing and there are lots of things to see. In June, we shall be going to the Museum of Army Flying at Middle Wallop and the July family day at Bucklers Hard is shaping up nicely. The date of that has been changed (see the calendar) to enable us to take the cars right in to the village. Should make a superb photo opportunity.

I would like to wish you all a Happy Easter and look forward to seeing you at an event sometime soon.

A word from our leader

I attended the TR Register Group Leaders Meeting at Gaydon a couple of weeks ago. This is a meeting held once a year when the GL's get chance to hear what progress the Committee is making on its various projects, and what plans there are for the future, as well as an opportunity for them to share ideas and feedback to committee on various aspects of group life. There were a number of topics discussed and – wearing my other hat as a member of the management committee - I gave an update on the TR Register Insurance scheme one year on from its launch. Feedback from the Broker, K Drewe Insurance Brokers, has been very positive and they tell us the scheme is one of the most successful of its type they have been involved in launching. In the first year of trading there have been 1100 new policies issued, which has generated £18,900 in introducer commission to the TR Register. Money which goes back into the club for the benefit of all the members. After the first year, the scheme is ahead of its business plan and projected to repay the set-up loan granted by the TR Register by the end of year 3 as outlined in the original budget.

Phil Tucker, TR Register Vice Chairman gave an update on the revised Articles of Association. After a consultation period, the revised Articles have now been finalised and published in TR Action. The Special General Meeting to vote on and approve the new Articles will be held at the International Weekend at Harrogate in August. It will be a simple one resolution meeting to approve the Articles, with proxy voting available for those members who are unable to attend the meeting. For the meeting to be valid there must be at least 50 members who attend in person, this shouldn't be difficult at the IWE, but if you are going to the IWE, I would encourage you to attend the meeting and cast your vote in person. Look out in TR Action for the Calling Notice and let me know if you'd like to know more about the proxy voting process.

Phil then went on to talk about how the regulations of the Motor Sports Association (MSA) affect our club activities. The MSA is the body that regulates motorsport from grass-roots level right up to F1, it also has devolved powers granted to it under the Road Traffic Act giving it authority to regulate events which takes place on the public highway. Approval must be obtained from the MSA for all competitive events, and correspondingly, a Certificate of Exemption (CoE) must be obtained where the event is non-competitive and falls outside of the Permit requirements.

As a member club of the MSA, the TR Register is obliged to abide by its rules, which technically means that every local group must apply for a CoE for every club run it organises. The additional insurance protection afforded by the CoE is disputed, and many other Clubs as well as the TR Register are questioning whether regulating non-competitive club



runs on a social basis was an intended consequence of the MSA rules. Phil Tucker is arranging further discussions with the MSA to reach an agreement regarding the way forward and he will issue further guidance to all Group Leaders in due course, and I will, of course, let you know the outcome. In the meantime we will continue with our calendar of Club Runs on the 2nd Sunday of each month as detailed at the back of this newsletter.

On a local level March Club Night was well attended for Roys annual quiz, and Bill Scholfield triumphed in the end with a very respectable score – well done Bill. Club Night coming up on Tuesday is another slot-car championship where we will set out a large Scalextric track and race slot cars for the Wessex Group Championship! This was great fun when we held the last championship a couple of years ago so I hope you'll come along and join in. Regrettably I will not be able to make it, I have a work commitment on Tuesday evening which I can't get out of – but at least that gives the rest of you a chance!

Good Luck

Nigel

Wessex TR Group Accounts 2013 - 2014

<u>Wessex TR Group Accounts April 2013 to March 2014</u>			
<u>Description</u>	<u>Income</u>	<u>Outgoings</u>	<u>Surplus/Defecit</u>
Club Runs	£87.00		£87.00
Calenders	£234.00	£150.73	£83.27
Raffle 2013	£172.00	£102.53	£69.47
Regalia	£30.00	£26.40	£3.60
Nondescripts Club	£0.00	£38.00	£38.00
Annual Dinner	£725.00	£607.55	£117.45
Barbeque	£0.00	£20.00	£20.00
Ian Cornish Talk	£143.00	£81.80	£61.20
Photography	£5.00	£2.40	£2.60
Skittles	£50.00	£50.00	£0.00
Mail	£0.00	£6.00	£6.00
Monthly Raffle (March 2014)	£36.00	£17.34	£18.66
	£1,482.00	£1,102.75	£379.25
Excess of Income/Expenditure	£379.25		
Balance brought forward	£227.82		
Excess of Income/Expenditure	379.25		
Balance carried forward	£607.07		
Balance as per Bank statement 31st March 2014			£609.56
Less 1(one) unrepresented cheque			£2.49
Wessex TR Group Balance			£607.07

The “Mad March Hare” Run

by Kevin Warrington

Our March run went the other way for a change, so rather than running around the New Forest, it being my turn to organising an event and desiring a lay in rather than the usual early morning start to get to Ower, I planned a route for us starting from Fareham, just ten minutes journey from home. We arrived at the agreed meeting point to find a blue TR7 and red TR4A waiting along with Nigel, Geoff and Jane. Phil and Ali Bishop pulled up soon after in their blue TR6. Phil and Ali live on Hayling Island, just a few miles from our intended destination, so they had already completed the run in reverse before the rest of us started! Tom and Jackie Watson arrived, making a trio of blue TR6s followed shortly after by Hillary and Hilary Bagshaw in their red TR4A.



The entire run was only going to be around 14 miles, so it was decided to add an additional stop along the route at the Royal Armouries Museum situated at Fort Nelson. As we pulled into the car park, we couldn't help but notice a selection of MX5s, obviously another car club event. Remembering that the TR is fundamentally a hooligan's car (well, mine is...) we “blagged” their parking – not that they seemed concerned.

With the sun shining, we left the roofs down while we headed to the café for a quick drink and “convenience stop”. Next to Fort Nelson sits a large monument to Lord Nelson. Depending on which story you believe, it is either the point at which Horatio crossed the summit of the Hill (Portsmouth Hill is always referred to as just “the Hill” by the locals of Portsmouth and although it only rises around 400 feet, the scarp side overlooking Portsea Island is extremely steep), or is an aide to navigation for ships entering Portsmouth Harbour.



While we were drinking our tea and coffee, someone noticed a storm on the horizon, causing all except Nigel to make a rapid bee-line back to the car-park to erect hoods. In best “Top Gear” form, we should have opened Nigel’s sunroof, I suppose. In pouring rain, heading towards sleet and hail, we moved off along the top of the Hill to Bedhampton and Havant, passing the sites of some very secret looking establishments and a number of even more secret, Cold War era facilities.

Havant was until the late 50s a small sleepy town, noted only for an important railway junction and some light industry. All changed between 1957 and 1959 when a huge housing estate was built to re-home those families dislocated from Portsmouth (including your writer) when the City Council finished off the slum clearance work commenced in the early 1940s by the Luftwaffe. It is now a busy place, far busier than you might expect from the size of the town centre.

Leaving Havant behind us, we passed through Langstone and over the bridge to Hayling Island. As the only road on and off the Island, it is always busy, but at least today the traffic was flowing. Next stop – the beach car park, using Phil and Ali’s local knowledge to find the best place to park.



It has survived the winter storms—more than can be said of the beach huts that have disappeared. Most of the sand on the beach seems to have disappeared as well. Hayling is a very sleepy resort. Although there are many Holiday Camps and numerous large caravan sites, the nearest it gets to being a seaside resort is a small funfair and a few pubs.

Our stomachs told us that it was lunch time and the pleasant aroma of fish and chips led us to what is reputed to be the best fish and chips establishment in the area. Amongst our group, we had an enthusiastic and highly competent chef and his comment was that the food was “superb”.

Lunch over, we wandered back along the beach. Hillary had been enlightening us about his ongoing “discussions” with the DVLA about the registration of one of his other cars, a 1947 MG TC. Which led to a number heading off *chez* Bagshaw on the slopes of Portsdown Hill to examine said car. And probably the rest of his collection (Standard Big Nine, Austin Seven and MG Midget) all stored in what appears to be a standard garage from the front of the house. I got distracted by the little narrow-gauge beach railway and by the time I had finished taking photographs, the others had left. Ann and I took a gentle drive off the island and a spirited run along the A27 / M27 home.

A great day out; great company, an enjoyable run and a few ideas to think about for further activities in the area.



March Club Night

March club night was upon us and it was time for our annual quiz. Expectation was high as the quizmaster, herein known as Roy, set up his kit ready for the off. A reasonably large turnout for a damp march night saw about 20 of us settle in, ready to test the old grey matter.



Pictures of 56 different cars were shown and we were required to list Make, Model, Style and Decade for each. The scoring system got a bit complicated but at the end of a couple of hours, we had a possible maximum 200 score. Much counting and muttering and then it was time to see who was the winner. Nigel started at what I thought was an optimistic 160 and there were no takers, but once dropped to 155 we had a winner. Continuing on from last months win at the skittles Bill Scholfield was our champion with a score of 159, so maybe 160 wasn't that optimistic..



Then it was time to raise a bit of cash for the club coffers. Tony robbed us all of a few pounds for the raffle and the draw was made for the three prizes.

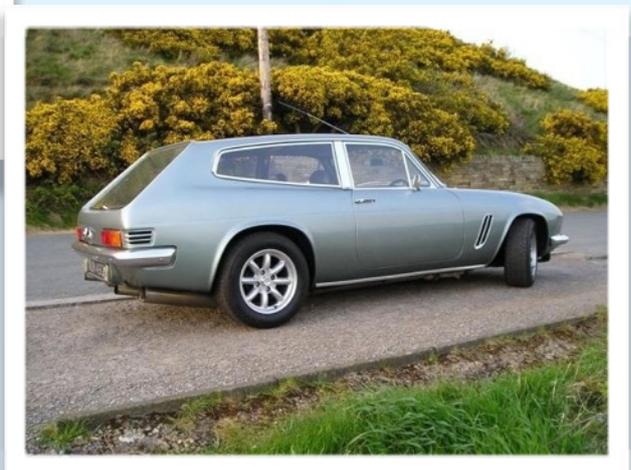


Guess who's ticket was drawn first? Yep Tony, who tried to decline the prize but was convinced to take the chocolates for his Roz. The remaining two prizes of red and white wine went to Mike Eatough and Ian Evans . So a pleasant evening was over and everyone headed home.

This month's event will be a scalextric race meeting so if you fancy yourself as a bit of a Lewis Hamilton please come along.



Finally here are a couple of the cars featured in our quiz, not Roy's pictures but similar, so do you know what they are? Make and model only this time. Answers next month .



The 2014 New Forest Run

by our roving reporter, *Phil Space*

I suppose the weather had an impact on the turn out. Of the 120 cars that had originally booked, about 80 cars started the event from the usual starting place of Avon Heath Country Park. Wessex TR members were notable by their absence and Wessex cars even scarcer, probably as a result of the weather.

Two Wessex TRs were spotted, Ian Evans and navigator Dick in Ian's well known and much travelled TR4A with roof down as usual and Mike & Claudine Lock in their bright yellow TR6.



Kevin & Ann Warrington arrived in their Triumph 2000 explaining that normally a bit of rain doesn't put them off taking out their TR6, but Kevin had this brilliant idea of sending the tax disc and documentation off to the DVLA to get the tax changed to "Historic" at the earliest opportunity. And everything has disappeared into the Black Hole that is Swansea!

Nigel Barber brought along his MG Magnette. So where was everyone else?

Departure was at 10:30, heading as usual west along the A31 racetrack, but rather than the customary U turn at the first roundabout, the cars headed off along the Ferndown bypass and turned off to West Moors, through Verwood and to Cranborne. Next to Rockbourne and Breamore before turning off the Salisbury road for Hale and the morning's coffee stop. So far, the roads had been wet, with intermittent rain and the roads were littered with suspension testing pot holes.





After the break and enough biscuits to feed an Army, the Triumphs headed off to Long Cross, along the runway over Ocknell Plain and along the Ornamental Drives of Bolderwood and Rhinefield. Through Brockenhurst and Bashley to Christchurch, over Tuckton Bridge (who remembers "Tucktonia"?) and along the over cliff, eventually arriving at Bournemouth Pier. Parking had been arranged at the rear of the BIC and around 80 Triumphs plus assorted other cars crammed in.

The weather could be described as "bracing" with a strong breeze blowing, rain in the air and a distinct chill. Prizes were awarded for various categories; Wessex honours were won again by Nigel Barber for his MG.



The Rebirth of a Diva - Part 3

The long run

22nd September 2013, it seems such a long time ago now and to everyone else that came along, just another club run to somewhere interesting with like minded people. To me it was a leap into the unknown. Preparation was key and the boot was complete with spares and tools, some I knew how to use, most I hoped those on the run would help me out.

To my surprise the run to Ower services was without drama. We parked, switched off and had a natter. I resisted the temptation to get down on my knees and check out any new oil leaks. All too soon it was time to go, with just a little prayer I turned the key and she started and on all 6 too. Roy had mentioned that it was going to be a 'progressive' run to the Haynes museum and he wasn't kidding.



With the hood down, 60 on the speedo and TR's line astern I was starting to understand what this was all about. Confidence was growing in the Freda cockpit, I relaxed and enjoyed the drive swapping waves with oncoming E types no doubt on their way to the New Forest. All too soon we arrived, parked neatly and put the hood up. Well, stretched and pulled this way and then the other to get most of the studs in, the fabric actually touched the window on one side but not the other. A job to be tackled another day I feel.



The Haynes museum is awash with great cars, many younger than the car we drove there in, which I find kind of strange. First stop for me was the unmolested TR6 to check panel gaps and originality.

The trip home was also without fuss, 140 or so miles and I was getting 28mpg! In

fairness my speedo is a little optimistic so calculated down to about 24mpg which I didn't think was too bad and certainly off idle she was running very sweetly indeed.

Later that evening back in the garage I carried out my usual checks and whipped off the clutch master cylinder cap for a quick peek and instantly wished I hadn't. The reservoir was pretty low in fact it was on it's way to being empty! A check down below and the floor was dry but a quick prod of the rubber boot over the slave cylinder revealed all and the fluid poured out. I was about to become a clutch hydraulics expert. The next day the car was on axle stands again! and I was underneath it again! with the slave off the car and on the bench it became clear the fluid was passing the new seals although the clutch still worked fine. I think I was lucky on this one. I wasn't going to muck about so new master and slave purchased together with a Gunson Eezibled and a whole day put aside. I surprised myself and had it all done and road tested in a morning and so had a clear afternoon to look through the Moss Catalogue for more spares I wanted but didn't need.

Sadly this was to be our first and last run of 2013, but we had broken our duck and felt at last we were contributing to the group. As winter approached I had a list of winter projects, new seats were high on the agenda. Although my original seats had been restored and covered in posh leather comfortable they were not. As I type this in April 2014 I have finally got around to sorting them out and hopefully will have a picture and write up in the next Newsletter.



During the winter I also changed a passenger door hinge which I foolishly thought was causing a rattle, it wasn't and the rattle was traced down to the dashboard rubbing against a crash pad but the hinge needed doing at some time so pretty pleased with my work and even my spraying.

I've also dabbled with changing the dim sidelights for some nice bright LED's. The effect is a very white light which whilst nice and bright doesn't look very original plus I'm not sure the MOT tester will approve, more investigation is needed and so for the time being I'm back on dim standard bulbs. I'd be interested if anyone has already tried this.



My intention during the winter was to try and run the car when the weather allowed and not lay her up, little did I know how difficult that would be! The result unfortunately left me with a very rough running PI (again) this time I'm sure old petrol didn't help and I'm getting her back on song, but more about that next time.

2014 Diary of Events

Wessex Group Events

April 2014

20th Thruxton Easter Revival
http://www.thruxtonracing.co.uk/easter_revival.html

22nd Club Night - Scalextrix racing at the Nondescripts Club

May 2014

11th Basingstoke Festival of Transport

25th Club Run - Stourhead NT

27th Club Night - An evening at the Pub. Join fellow members for a drink and chat at The Queens Head PH, Fishers Pond, Eastleigh, Hants, SO50 7HF

June 2014

8th Club Run - Museum of Army Flying
Middle Wallop

24th Clean car night at the IBM Social Club, Hursley, Hants, SO21 2JN

July 2014

4th - 6th Classic Le Mans - visit the TR Register micro site for further details
<http://www.tr-register.co.uk/CLM2014/>

20th **This date has changed from that originally published**
Club Run -New Forest & Bucklers Hard Family Day

22nd Invited car night at the IBM Social Club, Hursley, Hants, SO21 2JN

August 2014

- 3rd** Lymington Classic Car Show
[http://www.lymingtonrotary.org.uk/Summer Spectacular 2014.html](http://www.lymingtonrotary.org.uk/Summer_Spectacular_2014.html)
- 8th - 11th** International Weekend
The Yorkshire Showground, Harrogate
More details to follow
- 24th** Simply Classics - Beaulieu National Motor Museum
<http://www.beaulieu.co.uk/beaulieu-events/club-rally/simply-classics>
- 26th** Club Night - Awaits Details

September 2014

- 14th** The Concorde Club Classic and Sports Car Show
We will be having a group stand at this show - details to follow

<http://www.concordeclassics.co.uk/index.html>
- 23rd** Club Night - Barbecue

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



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>

Other Events of Interest

- 26th April** Bodytech Classic Car Meet 10am - 2pm
Bodytech Services, Netherhampton Road, Salisbury , SP2 8PU
<http://www.bodytechservices.co.uk>
- 5th May** Popham Aero/Auto Jumble
<http://www.popham-airfield.co.uk/Events.htm>
- 17th-18th May** Spring Auto jumble at Beaulieu
<http://www.beaulieu.co.uk/beaulieu-events/spring-autojumble>
- 28th June** Ferndown Classic Car Show
King George V Playing Fields
Applications by 1st May email assistant@ferndown.co.uk for a form
- 13th July** New Milton Classic Car Show
<http://www.newmiltonevents.co.uk>
- 12th-14th Sept** Goodwood Revival Meeting
<http://www.goodwood.co.uk/revival/welcome.aspx>

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