



WESSEX NEWS

Preserving the marque in Hampshire

This year has been particularly busy for us and suddenly its almost mid-summer and it is Le Mans time. This past weekend saw the running of the 24 hour race, and although Jim was watching it on his Mac, I wasn't really paying too much attention. I was therefore quite surprised when I looked up the result of the race to see that the winning car, an Audi R8 e-tron quattro is in fact a hybrid. I can't imagine the hum of an electric engine does much for the race experience.

Never fear though, the real event takes place in less than three weeks time. The Le Mans 24 hour classic will see many old cars heading across the channel for what, I hope will be a wonderful weekend. We will be amongst those, queueing for the ferry and hoping the new TR Register insurance recovery scheme is all it should be. The reason that the recovery scheme is uppermost in our thoughts, is that once again, Freda is languishing in the garage at JSWL in Waterlooville . Something isn't right in the engine, and that is about as technical as I get. They are promising us it will be back in time, but if not we will be going in our modern car. Not quite the experience we were hoping for, so fingers crossed that the TR6 is back soon.

TR's will be racing at the classic event and if you want to see a bit about how they have prepared there is a short film on youtube which you can watch here.

TR racing team - Le Mans 2014

There are plenty of things going on in the UK as well, with lots of local car shows and other events to attend, have a look at our calendar at the back of the newsletter for more information.

This Sunday 22nd June is the **Standard Triumph Marque Day** at Brooklands, in Surrey follow the link if you would like to know more

The event to be seen at, is our July run and family day to Bucklers Hard. It promises to be an excellent day, not just for us but any family members who want to come along as well . You can read about what is planned on page 12.

I look forward to seeing you all and your shiny cars at Clean Car night next week.

Lorraine Pullen - Editor

A word from our leader

Time flies when you're having fun as the saying goes, and I can't believe its June already, and we're enjoying some great TR weather at the moment – long may it continue!

Moving our Club Run's to the 2nd Sunday has meant there have been 2 runs since the end of May and both enjoyed great weather and great turn-outs. Our runs to Stourhead and Middle Wollop were very enjoyable and the gardens were particularly attractive in early summer



bloom. I was also delighted to welcome a new member to our ranks, Nick and Paola Lyle. Nick owns a TR7 V8 convertible which he's owned for 32 years. It started life as a standard 2 litre TR7 but when that gave up after 14 years Nick rebuilt it to TR8 spec. As well as the TR8, Nick also has a TR3 in the garage undergoing a rebuild, and I look forward to seeing Nick and Paola at more events in the future.

Another "new" face I was pleased to see was that of Brian Campbell. Brian is a long standing member but isn't able to get to many events. He had a gap in his diary and joined us for the run to the Museum of Army Flying at Middle Wollop and it was great to see him and his TR6.

I decided to use the TR4 for the run to the Middle Wollop and it was a perfect day for top-down motoring. The heater matrix has now been replaced by Colin at CTM and so the car is ready for the planned re-trim. If we're going to have a good summer I'll probably wait until the Autumn, but I now need to start researching the colour and material I'll use. Original trim was Red Vynide, but there are various shades of red...decisions, decisions...

See you at club night

Nigel



May Club Night

Its become a regular part of our calendar in recent years to have an “away day” club night to a different venue, as an opportunity to drive the cars somewhere different and perhaps a little further afield than our usual meeting place. For some it might be the first chance they’ve had to get out in the car and so a warm spring evening is ideal – if we can predict one! Alas, May club night may have been Spring but it was not warm, and in fact there was some dampness in the air and a threat of more serious rain which kept many, and their TR’s, away.

No matter, the Queens Head at Fishers Pond is an excellent venue which serves good food and the chance of a meal and a chat is a very appealing one which we don’t have at The Nondescripts. I arrived (without my TR) at the same time as Kevin and Ann arrived in their TR6, and we were joined early on by Geoff and Jane, Tony and Nick Lyle with his TR7V8. We had a very pleasant meal only to find afterwards, a small group was also gathered in the car park.



The point of interest keeping everyone away from the bar, apart from the small group of TR’s now gathered in the car park, was a rather nice Maserati 3200 GT, and the man with the broadest smile holding the keys to said Masa was none other than our very own Julian Furniss.

As you will know, Julian's TR7 DHC shares a garage with a Maserati, until recently this was a 1962 3500GT but Julian decided to move this car on in favour of a younger model and ended up going all the way to Wales to source this beautiful example.



Designed by Guigario and styled by Italdesign – who also styled the re-engineered Morris Marina, the Morris Ital – the 3200 is a very attractive Grand Tourer built between 1998 and 2002. The bi-turbo 3.2litre V8 develops 370 bhp and will push the car to 60 in 5.1 seconds, eventually topping out at 174mph.

The distinctive “boomerang” or “hockey stick” tail lights identify the car from its successor, the Maserati Coupe, which had a more conventional light cluster, and comprise 2 layers of LED's, the outer layer providing the brake lights and in the inner layer the directional indicators.



I'm sure Julian will miss the 3500GT which won many admirers, and “best in show” awards, but I'm equally sure he'll love owning and driving the younger car, and I'm looking forward to seeing it again on our Invited Car Night in July.

By Nigel Jordan

May Run to Stourhead House

The weather in the days leading up to the run, can only be described as changeable, but Sunday was predicted to be a dry day at least. This was the first run that Jim and I had organised and we were a bit nervous about how it would go. The day dawned and the sun was actually out, so the run to Ower through the New Forest was beautiful.

We arrived first and parked amongst car loads of young ladies who appeared to be going to some sort of gymnastics event. It wasn't long before we were joined by more and more cars and suddenly the parking area was a sea of TR's.

We were pleased to welcome new member Nick Lyle and his wife Paola to our run. Nick bought his car as a TR7 when it was two years old and then converted it to a TR7 V8 in 1989. It is still looking very nice indeed. He also owns a TR3A which in his words, "Is in lots of pieces."



Now this was a bank holiday weekend but the service area seemed quiet. So off we went, leaving the services we arrived at the roundabout and hit a huge traffic queue, attempting to get into Peppa Pig World. Luckily the delay was short and we were on our way, 11 cars looking lovely in the morning sunshine. Along the route we were joined by Tony & Roz Alderton in their TR250, so now we were 12.

The rest of the journey was pretty much traffic free, it took us via Salisbury, Wilton and then onto the lovely B3089 through the beautiful villages of Dinton, Chilmark and Fonthill Bishop amongst others. Last time we used this road for a run, the entire church congregation in one of the villages was stood having a service by a memorial when we passed, luckily this time they were inside the church.

And then we were at Stourhead. A phone call earlier in the week had elicited a promise to try and keep us an area where we could park together. We were delighted to find they had come up trumps with a dedicated space all for us.



We all headed off into the grounds. There were obviously huge numbers of people but the grounds pretty much swallowed them all up and it was really pleasant walking around.

Although the house is beautiful, the lake is the key to the whole estate. To quote from the Stourhead House website “The buildings and statues in the garden are a key part of Henry Hoare II’s carefully constructed views. They form focal points around the lake, as if in a living painting. Many of the beautiful and interesting trees and shrubs we see in the garden today were introduced by Henry Hoare II’s grandson, Sir Richard Colt Hoare, during the 18th and 19th centuries.”



Along with everyone else, we enjoyed a couple of hours strolling around the grounds and looking at all the buildings and plants around the lake.

After a lovely walk , there was time for a bit of a chat with the other members and then we all set off on our own routes home.



Hopefully I think everyone who went, enjoyed the day as much as we did.

June run to the Museum of Army Flying, Middle Wallop

For the second run in a row we were blessed with bright sunshine for our run to the Museum of Army Flying in Middle Wallop. Tony was our route leader for this one and eight cars duly vectored to Ower Services for our 10.30 departure. Nigel was pleased to be back with us in his TR4 now he had his heater fixed, just in time for summer and Nick provided the grunt with his V8 TR7.



Tony had kindly provided a detailed route for us (published in last months newsletter) to follow, assuming we had

all brought it with us (we hadn't) but no matter we set off roofs down and spirits high. First part was a quick run up the Salisbury Road and then left into Black Hill Rd a distance of 1.8 miles according to the directions. I'm not sure why we then went straight on to the next roundabout where we all did a 'U' turn and eventually turned right into Black Hill Rd! The route then took us through the northern part of the New Forest on some lovely "B" roads and a chance to enjoy the scenery.

All went well until we reached Downton where traffic lights divided the cars, the front three turning right at the next junction the remainder going straight on. So we all enjoyed a good run in the sunshine to the Museum, just not together!

Middle Wallop was opened in 1940 as an RAF base initially to train bomber crews but very quickly changed to host spitfire squadrons during the Battle of Britain for which it received Luftwaffe attention. It has also been home to the American Ninth Air Force flying P-51 Mustangs and P-38 Lightnings. Only in 1957 did it become predominantly used for training

and is still operational as the training centre for the Army Air Corps providing both air and ground crew at the Army Aviation Centre. A little bit of trivia for you, it has the largest grass airfield in Europe.



As you can see from the photos Tony had secured us parking away from the main car park on the lush grass and we made our way to the Apache Cafe for lunch or to the picnic area for those of us who had brought our own cheese rolls.

Tony had arranged for us to have a guided tour around the Museum, Stuart our guide gave us a potted history of how first the observation corps in balloons and kites pushed the boundaries in getting airborne, and no doubt a fair few came down a lot quicker than they went up! And then moved around the Museum describing the evolution of the Royal Flying Corps which became the RAF and the formation of Army flying.

I was particularly interested in the gliders, (many of which were made in Portsmouth) little more than over engineered model airplanes designed for a one way journey to deliver troops and sometimes vehicles to the battlefield.



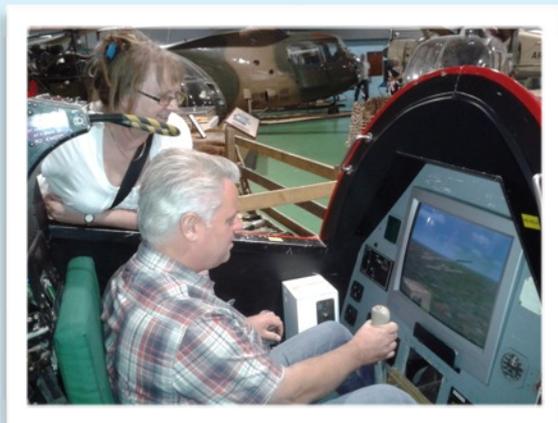
I think we would all agree there were some very brave men putting their faith in wood and canvas as they were towed across the channel.

There were many different forms of transport for us to look at including some two wheeled examples in the car park.





I thought I would leave you with a couple of pictures of our esteemed Group Leader trying to land a bi-plane and a man in a blue polo shirt trying to get a ball bearing to stay in the middle of the circle whilst holding a camera in one hand and something else in the other. Only one had to pay for the privilege, can you guess which one?



Thanks to Tony for arranging a great day out, much fun was had by all, the only collateral damage was a loss of indicators and instruments by Nigel and I discovered loose suspension bolts make a lot of noise down country lanes.

I have included a couple of useful links so you can continue reading about flying at Middle Wallop.

[Spitfire pilot based at Middle Wallop](#)

[Pathe News at Middle Wallop](#)

Clean Car Night

Club Night on the 24th June will be our 'Clean Car Competition' at IBM Hursley. You are all cordially invited to attend from 1900hrs for an informal Pride of Ownership competition where we judge the cars ourselves and award cups for the best TR2/3, TR4/4A, TR5/6 and TR7/8 and 'Best in Show'.



Once again we will have the Barbecue fired up for you so bring your own sausages and burgers to cook. The social club will also be serving bar meals and drinks.



Last year was a great evening as you can see from the pictures and we look forward to seeing you all again this year.

Driving from North/East via M3 (London, Heathrow, Oxford)

Leave M3 at Junction 12, signposted A335 Eastleigh (N). At roundabout take first exit signposted to Chandlers Ford and Otterbourne. Proceed for 200 metres and at mini-roundabout, turn right down Otterbourne Hill towards Otterbourne and follow this road northward for just over a mile. At the mini-roundabout just after the petrol station, turn left down Poles Lane signposted Hursley.

Follow Poles Lane for 2.5 miles and at the junction with the A3090 signposted Winchester (part time traffic lights), proceed straight over into unmarked entrance to Hursley Park (note tree with stone circular seat). Continue on site perimeter road for 1 mile to Hursley House and follow signs for visitors parking.

Driving from South/West via M3 (M27, Southampton)

Leave M3 at Junction 12, signposted A335 Eastleigh (N). Do not take exit 13, also signposted A335 Eastleigh. At roundabout take second exit signposted to Chandlers Ford and Otterbourne. Proceed for 200 metres and at mini-roundabout, turn right down Otterbourne Hill towards Otterbourne and follow this road northward for just over a mile.

At the junction just after the petrol station, turn left at mini-roundabout down Poles Lane signposted Hursley. Follow Poles Lane for 2.5 miles and at the junction with the A3090 signposted Winchester (part time traffic lights), proceed straight over into unmarked entrance to Hursley Park (note tree with stone circular seat). Continue on site perimeter road for 1 mile to Hursley House and follow signs for visitors parking.

From Winchester

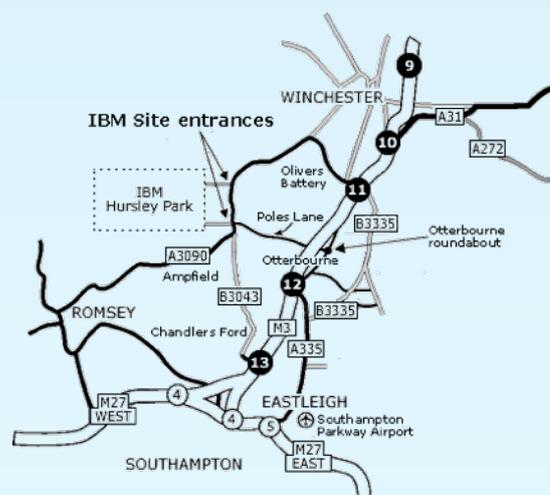
Take the A3090 road signposted Romsey which leaves Winchester by the Westgate (note the road bends round the old Westgate arch) and proceed up the hill. Follow signs for Romsey for about 5 miles. Look for the 'Hursley' village sign and immediately turn right into the IBM entrance, marked with an IBM sign. At the mini-roundabout, bear right and follow the signs for visitors parking.

From Romsey

Take the A3090 eastbound signposted Winchester for about 6 miles. At first set of part-time traffic lights (junction signposted Chandlers Ford) continue round bend to left and proceed for 200 metres.

At the junction of A3090 with Poles Lane (also with part time traffic lights) turn left to the unmarked entrance of Hursley Park (note tree with stone circular seat).

Continue on site perimeter road for 1 mile to Hursley House and follow signs for visitor parking.



July Club Run to Bucklers Hard

Pitched in the middle of summer to give us the best chance of great weather here are details of our July run. Please note this will be held on Sunday 20th July due to a clash of car clubs at the venue. Although the run is for TR's, the activities at Bucklers Hard are open to all family and friends and they are welcome to join us there.



Starting from Ower Services at 11.30am (so a lay in for you) we will have a leisurely run through the prettiest parts of the New Forest including Rhinefield Ornamental Drive, Brockenhurst and Beaulieu Road before arriving at Bucklers hard.

No parking with the hoi polloi in the general car park on this one! We will take a small detour and park on the main street of Bucklers Hard, on the gently sloping grass. A fantastic photo opportunity in itself!

To engage you further you will have access to the Maritime Museum, Shipwrights Cottage and St Mary's Chapel. Plus the opportunity to take the river cruise (additional payment required) or the lovely walk alongside the river to Baileys Hard or if you are feeling energetic the Montagu Arms at Beaulieu.

Whilst admiring the cars and taking in the vista you can enjoy a picnic on the grass or have a meal in the Master Builder Pub, they might even be running their outdoor barbecue. You can also enjoy food in the Captain's Cabin Tea Rooms and enjoy an afternoon tea with sandwiches, scones, cakes and hot drinks.



As I have friends in low places you will also have the chance to take a Kayak on the river for a trip upstream to check out the moored yachts and river side homes. It's a great way to unwind and go with the flow, watch the wildlife and generally chill. Changing rooms and showers are available and you wont fall in unless you want to! All safety equipment is provided, you and your family will be in safe hands.

For those of you who can't fit in the TR you can come along as a family and just pay the same discounted rate as the cars. The day has been planned as a family event with a TR theme, we hope to see you all here with your families to enjoy a lovely day messing about on the river and enjoying what **Bucklers Hard** has to offer.

Even the cost is simple, £10 per car (regardless of occupant numbers) And families and friends without a TR, the same £10. The Kayaking is totally free. **Kayaking**

We do hope you can join us on what promises to be a fantastic day.

Bill Wareing by Kevin Warrington

I first met Bill Wareing when I was working at a large defence contractor in Portsmouth. He was the foreman of the prototype wiring shop and was, for obvious reasons always called “Wheel Bearing”. Perhaps that was the start of my love hate relationship with the blessed things!

At about the same time as I first came into contact with Mr Bearing (sorry, Mr Wareing), I was the not so proud owner of a very early 1100cc Ford Escort. Not even a “deluxe” model, it was the budget model built for the daily rental companies and used by Ford as a mechanism to test the car before going on sale to the general public. In the software industry, we used to do the same thing, but at least we called it “beta testing” so the customer at least knew that what was delivered was considered a final test product. It’s first registered keeper was that well-known Dutchman, Hertz van Hire. When I say that the car was an early model, I should explain that the part of the car that the chassis plate was attached to for I fear that it was at least two cars that had been glued together to make one. This had left it with a permanent crab like stance on the road and an astonishing ability to eat through clutch thrust bearings and front wheel bearings. I sold the car on a Friday and left town the following day, just in case the new owner found the Corn Flake packet sills and other dubious repairs.

Having nearly lost a wheel due to a failed bearing, I have always had a “thing” about them and give the front wheels of both Triumphs a friendly wobble frequently to check that I can feel just the smallest amount of play. Recently, the front nearside bearing on my TR6 was exhibiting signs of play, so I decided to check it out. With the wheel in the air, the play was quite obvious. A couple of years ago, I might have overheated a bearing by over tightening it a little, so now I am extremely cautious and perhaps tend towards “too loose” rather than “too tight”. But then I worry that the wheel might fall off. I know it probably won’t and even if it does come loose the warning signs will all be there, but there has to be something to worry about, doesn’t there?

Wheel off, little cover removed, note that there isn’t much grease. Remove the split pin and throw it away (removes any possibility of being tempted to reuse it). The outer bearing came out and I regreased it, having washed the old stuff away first. The manual tells me two things: first the correct torque on the securing nut is 5 lb ft and that I should adjust the tightness of the nut so that the play is just removed while turning the wheel. Then I should loosen the nut slightly to allow a fresh split pin to be inserted. But, how much play should there be if it is *just* removed? I’m much happier with absolute settings, mostly because being Hampshire Born and Bred, I’m “strong in the arm” (and thick in the head). Let loose with a spanner, I can easily break most things; the worst one being a high tensile bolt used to secure a seat belt. It took some doing, but I managed it!

This presented me with two problems; the first being that my torque wrench is calibrated in metric units (I calculated that 5 lb ft works out to 6.779 Newton Metres). The second being that the lowest setting on my torque wrench is 20 Newton Metres. So, I made myself my own torque wrench. I needed to find a way to measure how much I was pulling on my ratchet handle and thought if I attach a spring balance one foot from the centre of the socket and pull so this shows 5 pounds, I have done it. And that is exactly what I did.

Luck was with me as the hole in the stub axle almost exactly lined up with the castellation in the nut. With the wheel fitted back on and still in the air, I grasped the wheel top and bottom to feel just the smallest perceptible play. Same thing side to side. Back on the ground, it was not possible to determine any movement at all.

Just to show my point about “strong in the arm”, I tightened the wheel nuts by hand (Minilite wheels, you’ll recall, so they only need around 70 – 75 ft lb of torque to tighten) and then with a wheel brace until they felt about right. Checking with the torque wrench, they were over tightened!

Natter & Noggin 26th August

By way of a change our regular August Natter & Noggin will be held at the Empress of Blandings Pub on the Romsey Road.



The pub has a very large car park affording us the chance to bring along our TR's and show them off whilst chatting to fellow members with a warm beer (other drinks are available) in the glorious evening sunshine. The pub also serves decent food so I'm told, so you needn't go without your supper. We look forward to seeing you all from 7.30pm.

The Empress of Blandings Public House
Romsey Road
Copythorne
Hampshire
SO40 2PF

[Empress of Blandings website](#)

[Trip Advisor](#)

[Google map](#)

2014 Diary of Events

Wessex Group Events

June 2014

24th Clean car night at the IBM Social Club, Hursley, Hants, SO21 2JN - 7pm

July 2014

4th - 6th Classic Le Mans - visit the TR Register micro site for further details

Le Mans Micro Site

19th Fordingbridge Summer Festival - Classic Car Show

Fordingbridge Summer Festival

20th **This date has changed from that originally published**
Club Run -New Forest & Bucklers Hard Family Day
Depart **11.30am** Ower Services

22nd Invited car night at the IBM Social Club, Hursley, Hants, SO21 2JN 7pm

August 2014

3rd Lymington Classic Car Show - Application by 19th July 2014

Lymington Classic Car Show

8th - 11th International Weekend
The Yorkshire Showground, Harrogate
More details to follow

24th Simply Classics - Beaulieu National Motor Museum

Simply Classics

26th Club Night - Natter and Noggin

September 2014

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

Concorde Classic

21st Club Run - Cream Tea Run

23rd Club Night - Barbecue

October 2014

12th Club Run - destination yet to be announce

28th Club Night - Lecture (Awaits)

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

For Sale

Wessex Group member Terry Brayshaw has recently sold his TR4a and is now looking for a new home for some other items.

He has an engine complete with carbs which he describes as suitable for a rebuild and an engine stand to assist you do that. He also has numerous books, workshop manuals and back issues of TR Action since 1985.

Terry is not often available via email, so I have his telephone number and if you are interested in the engine or other items please email wessextrnewsletter@gmail.com and I will pass it on to you

Other Events of Interest

28th June	Ferndown Classic Car Show King George V Playing Fields
12th - 13th July	Bournemouth & Poole Preservation Club Transport and Heritage Show Pilford Heath Farm http://www.bppcltd.co.uk
13th July	New Milton Classic Car Show http://www.newmiltonevents.co.uk
12th-14th Sept	Goodwood Revival Meeting

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