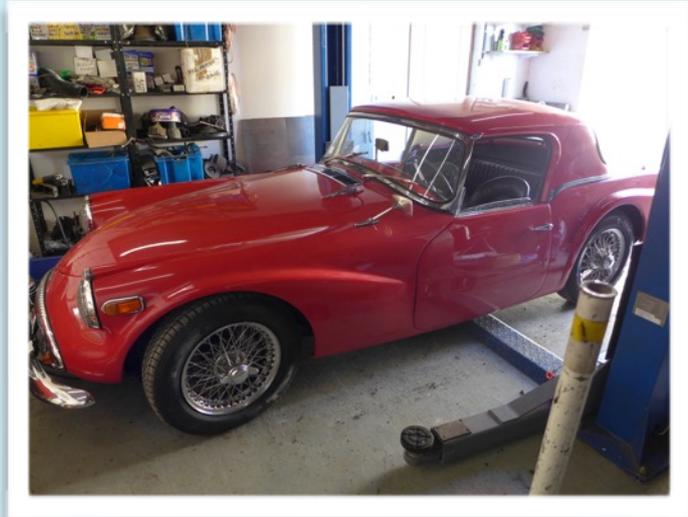

WESSEX NEWS

Preserving the marque in Hampshire

Jim and I were luck enough to manage a holiday with our friends who live in South West France last week. We were treated to a week of cold snowy days, but wonderful blue skies and sunshine as well .

There are lots of things to do in the area, but the primary draw is the rather large garage containing all sorts of Triumph related goodies. This time however Jim's assistance was required to remove some large heavy pieces from a Daimler Dart. This is a Dutch registered car now owned by a Brit living in France! I stayed out of the way as there was quite a lot of swearing, but eventually Jim and Clem removed the gearbox from the car which we have brought back to the UK for refurbishment.



Since our last visit the fleet of Triumphs has expanded and now includes a TR7 which was produced at Speke. I was told that it is amazing that this car has survived as the build quality was not great. It's to Clem's credit that he has spent hours on this car, now dubbed "Purdy" and got her running again. She was one of the very last off the line before production moved to Canley.

A word from our leader

Hi everybody,

Well that's January over with! Soon be time to get the car out on a regular basis. Talking about wheeling the car out, what a great run we had on Sunday. Of course I'm biased but the weather was absolutely fantastic, but where were all you tough TR drivers? Anyhow more on that in the report on the run later in this edition of the Newsletter.

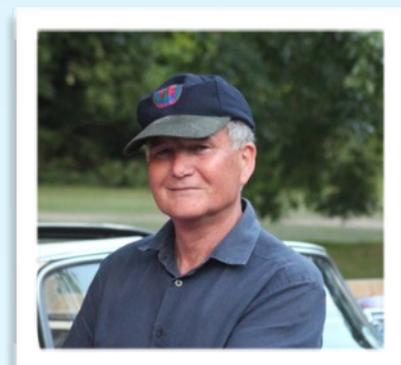
After at least a year off the road I eventually got my 4A out and the Sunday run was a perfect shakedown. I was very pleased with how it performed and other than the exhaust sounding a bit loose towards the end and a strong smell of petrol when going round a corner quickly it did very well. What had started with a need to take the engine out for a new crankshaft in Autumn 2013 resulted in a full blown mechanical overhaul, respray and trim.

Overall things progressed well in that time, the biggest headache was why had the sprayer sprayed the car a raspberry colour? Was he trying to tell me something? The bonnet was actually sprayed 6 weeks after the car for some reason and that did look signal red. Two tone TRs, raspberry and signal red are not a good look. After some discussion centred around cost, I'm pleased with the final result.

A few things I need to mention coming up, We have Roy's fiendishly difficult quiz at the February club night on Tuesday 24th, so make sure you do not miss it. We have been invited to enter a team for the Inter Car club challenge on Thursday 16th April at Hamworthy Sports and Social club. We have entered before and if my memory serves me well, we came a comfortable mid table. So let me know if you would like to join the team asap. Finally the March club night on the 24th will be skittles at The Phoenix in Twyford with food at £10 per head.

Looking forward to seeing you at club night on 24th

Stuart



Big boys toys run

It is early February and not the best time for a monthly run based on past experience! But so what, we drive TR's so we went for it. Well the weather was absolutely brilliant all day long. All over blue sky with not even a white fluffy, sunshine all day long and a nice crisp morning to make life worth living. Fantastic!

Now the not so good news. Only 7 cars made it to Ower services. Three TR4As, Tony Alderton's pretty TR250, Two very nice TR3s and Phil and Val's lovely Rolls Royce. It was good to see Ben Wood in his very original and superb (I'm running out of superlatives at the moment) white TR3. We need to see more of Ben and his TR3! The route took us along the A3090 through Romsey and Hursley, and then on to Otterbourne where we turned further East. Once past Twyford the route became more of a driver's road with a fast run down to Corhampton. I have driven the road numerous times and really enjoy the mixture of straights and sweeping bends. I've also been caught out once or twice before with the combination of too much speed and too tight a bend. The old boy racer is not dead yet.

Now where was I? Oh yes, from Corhampton we took the A32 six miles to Wickham through the Meon valley and some very nice countryside. Precisely on time we rolled into town, the magnificent seven (including mine, just call me Yul) to be met by a host of Sunday afternoon drivers and their motors. Parking was a nightmare. Wickham is a pretty town and well worth visit, when it is quieter. However it was good to be met by Hillary Bagshaw in a very nice yellow TR/MG Midget who joined for part two of the run. After a quick pint and sandwich, 45 minutes later we set off for the bus museum

The Portsmouth bus museum is actually located in Portchester right on the edge of Portsmouth harbour in an attractive location, if you ignore the local wildlife. Excellent for future



development. Four buses were parked outside waiting for us plus a number packed inside the museum in various stages of restoration. It certainly looked a labour of love based on how much work was required to get any of them up and running. You may recognise the Hants & Sussex single decker from visits to Hursley



Tony (he of the kangaroo petrol), Ben and Phil were lucky enough to take turns to drive the open top bus around the museum. The rest of us took our lives in our hands by remaining on the top deck. We were then given a real treat by being given an open top bus ride up Portsdown hill and along the top passed the Royal Armouries and Forts. The views to both North and South were tremendous with Portsmouth and Langstone Harbour laid out below us to the South and the South Downs away to the North of us.

It was a shame not more of you could make the run. We need to look at making a visit to the bus museum as a club night venue. But we couldn't guarantee the weather!



Stuart Thompson

For more information about the bus museum click here <http://www.cpptd.co.uk>

The 25th Anniversary Duck Race

**Sunday 15th March
(beware the Ides of March!)**

Hard to believe, isn't it? I was looking back through some old copies of Wessex News and the February 1990 edition heralded the first "Great Wessex Duck Race". In fact, it had been put off from the previous year because of a drought - but it finally got underway on 18th. March, 1990.

It was only really intended as a one-off, a bit of silly fun to liven up the calendar before the proper top-down season got underway. Amazingly, though, it seemed to be an instant hit. Writing up the event in the April edition, Val Dempsey (who was the editor at the time) concluded her report with "Let's hope this was the first of many duck races; we must - at the very least - make it an annual event on the Wessex calendar." And so it came to pass.

In all those intervening years, I think we've only been thwarted twice - once in 2001 when the Forest was out of bounds following an outbreak of 'Foot and Mouth' disease and also in 2002, I think because of flooding.

So this is a bit of a milestone and it would be great if we could get as many people as possible to come along. All you need is a plastic duck...but, if you want to challenge yourself to creating something yourself, good on you - it can be as high-tech or low-tech as you like. As it is a special anniversary, we're going to have some extra prizes and various goodies to give away. So to help cover the extra costs, there will be a very modest entry fee this year (something like 50p or £1), which I hope people won't mind too much. We're also going to streamline the entry classes to just two: Standard and Modified.

Apart from that, the rules are going to be pretty much the same that they've been for the last 25 years! Also - almost guaranteed! - will be the usual thrills and spills. I'd be most surprised if at least one person doesn't fall in.

The plan, as usual, will be to meet at the Whitefield Moor Car Park in the New Forest, at 2 p.m., for scrutineering. We also want to line up all the ducks for photos before we head off down to the stream, just in case any get lost in action! So I'm expecting that the race will splash off at around 2.45.



For those who want lunch beforehand, some of us will be meeting at the Filly Inn, on the Brockenhurst to Lymington road, from midday onwards but there are plenty of other choices in the area. One thing to note, however, is that we've had to choose 15th. March this year in order to avoid clashes with other events and it also happens to be Mothering Sunday - all mothers will be welcome, of course! I would strongly recommend, therefore, booking ahead if you want to eat anywhere and also leaving plenty of time to get there... the roads are likely to be busier than normal.

A couple of other recommendations - bring wellies and perhaps a flask of something warm for afterwards (there may be an anniversary cake) and, if you are thinking of bringing any canine companions, then you might want to check the latest situation on CRGV (Alabama Rot) - some cases are still being reported, I believe.



Finally, there will a host of prizes on offer, so you may still win a prize even if your duck doesn't win the race. These will include prizes for the "Best Dressed Duck" and the "Best Creation". Also, if we have at least 25 entries, then, as it's the 25th. anniversary, there will be prize for the duck that comes in 25th.. So get designing, decorating and training all your ducks now!

Neil Winscom

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 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.

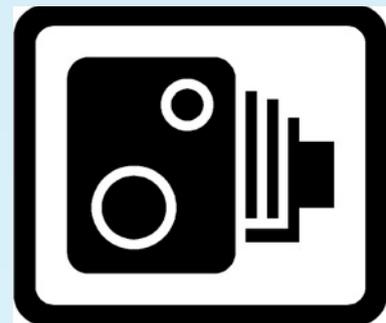
13) Prodding sticks must be collected from the Forest at the start. (No drain rods or chimney rods will be permitted).

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!).



March Skittles Night

Club night on the 24th March 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 Geoff by the **20th March** The money will be collected on the night

geoffrey.glover@btinternet.com

To view the menu click on this link:-

Skittles Hot Menu

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



Stuart Thompson - Mens Champion



Roz Alderton- Womans Champion
and Bill Schofield - Killer!



The Wessex and New Forest Run

This years event takes place on Sunday 19th of April 2015 and will take the place of our April club run. The event takes the form of a leisurely road run with the cars assembling at Avon Heath Country Park, St Leonards, Ringwood for a 10.00am to 10.30am start. Cars will be sent off in small groups on a predefined route through the New Forest and Wessex countryside of about 60 miles in length.

Last year the event finished on the sea front at Bournemouth and the year before at Sammy Millers in New Milton. At the moment I can't find out where it will end this year.

There will be a halfway halt where entrants will be able to stretch their legs. Also complimentary refreshments will be available. The route will eventually finish at approximately 2.00pm to 2.30pm and the cars will then be on display for a self judging concours, with a prize for the Best Car in each of various classes. In addition, there will also be a further prize for the entrant considered to have best demonstrated the spirit of the event - whatever that may be!

Each participant will receive a Rally Plaque which is included in the basic entry fee. In addition, we will also be offering an optional Commemorative Plaque at a minimal additional cost.

As always the number of entries is limited and hence we have to accept entries on a first come first served basis.

Each entrant will be given full route instructions in the form of a road book detailing approximate mileages of junctions illustrated via tulip diagrams and instructions with periodic references to an accompanying map.

Entries can only be accepted upon receipt of a duly completed and signed entry form accompanied by the appropriate fee. In order to guarantee entry all completed entry forms must be received by the closing date of 31st March 2015. Entries received after this date will be at the discretion of the organisers.

If you wish to join in please complete the entry form on the following page and submit direct to the organisers with your fee. Look forward to seeing lots of our group members on the day.



WESSEX AND NEW FOREST TRIUMPH RUN
SUNDAY 19th APRIL 2015

Open to all Standard Triumph and Classic Cars (subject to organisers discretion) - a drive through the New Forest and the Wessex countryside starting from Avon Heath Country Park.

Entries are limited to a first come first served basis, so if you would like to enter, please complete the following and then send with entry fee and S.A.E. to:-

Trevor Carlyle, 14 Woolsbridge Road, St Leonards, Ringwood.
Hants. BH24 2LP.

Before Closing Date - 31st March 2015.

.....
Name

Address

Model Year

Reg No Club (if any)

Numbers:- Adults Children (Under 14)

I confirm that I have read the conditions of entry issued by the organisers and agree to be bound by them;

I confirm that the information given above is correct and that the above vehicle is suitable for the use to which it will be put during the event and that the vehicle is roadworthy and has a current MOT, valid insurance, and a valid Road Fund Licence;

I confirm that I and/or any other person(s) I may nominate to move, drive, control or otherwise operate the vehicle am/are competent to do so and that person has adequate insurance to do so;

I confirm that the use of the vehicle hereby entered will be covered by insurance as required by law. I undertake not to allow anyone who is not insured to do so to start, drive or otherwise operate the vehicle hereby entered during the course of the event.

In the event of any defect in the insurance referred to above, I undertake to indemnify the organisers in respect of any loss that would have been covered had the insurance not been defective.

Signed Dated this Day of 2015.

Entry Fee Enclosed:-

Basic Entry Fee per Car £12.00 ()

Optional Commemorative Plaque..... £1.50 ()

Total £

Please make Cheques payable to **T. Carlyle** enclosing an **S.A.E.** Thank You.

Basingstoke Festival of Transport



Sunday 10th May 2015

11am to 4pm

War Memorial Park, Basingstoke

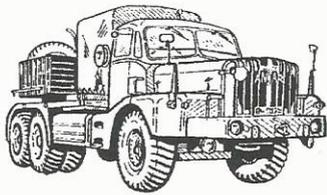
Its time to start spending our Sundays sitting in parks watching the world go by.

If you wish to enter your TR into the festival, please complete the application form on the following page and send to Stuart Thompson by 20th March 2014

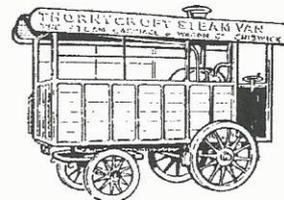
Post to

4 Ashley Meadows
Romsey
Hampshire
SO51 7LT





THE THORNYCROFT SOCIETY LTD.



Basingstoke Festival of Transport

At the War Memorial Park, Basingstoke, RG21 4AH, by invitation, on
Sunday 10th May 2015. Vehicle Entry Form.

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 FORM WITH A **STAMPED ADDRESSED ENVELOPE 6" X 9"** TO THE RELEVANT SECTION LEADERS BELOW, FOR RETURN OF YOUR ENTRY NUMBER.

Please Tick Vehicle Type;

All Goods ___ PSV ___ All Emergency Units ___ Military ___ Steam ___ Specialist Units ___
Mr John Bond, 16, Greatfield Road, Weeke, Winchester, SO22 6HN. 01962 883246.

Specialist Car Clubs are on a separate form, please apply to;
Mr Garry Bone, 19, Foyle Park, Basingstoke, Hants, RG21 3HD. 01256 352862.

Pre War Car ___
Mr George Johns, 17 Highfield Chase, Basingstoke, Hants, RG21 7SA. 01256 466144.

Post War Car ___
Mr Ken Rampton, 4, Church Lane, Cliddesden, Basingstoke, RG25 2JQ. 01256 461034.

Motorcycle ___ Tractor ___ Stationary Engine ___
Mr Tony Mills, 64, St Annes Close, Winchester, Hants, SO22 4LQ. 01962 851153.

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 2015, late entries may or may not be accepted, but will not appear in the Rally Programme or receive a Rally Plaque.

Freda's Winter Project (Well, one of them!)

September last year saw me at the Beaulieu Autojumble for my second year running and whilst I try really hard not to buy anything, particularly anything expensive, I tend to get carried away. So having bought a new Kenlowe fan at the TR Shop stand and the usual bundles of wire, switches, lights, oil, plugs, filters and a torque wrench, just in case you understand. I then stumbled across the Classical Dash stand and right in front of me was a TR6 CP RHD walnut burr veneered dash. Now it looked lovely but I figured a bit expensive knowing what the major suppliers were charging. Fortunately my mate Andy, was over from France and he was already buttering up the MD with stories of his stable of cars. I'm not sure if the MD thought Andy was a big player in the world of restoration or he was feeling very benevolent but Andy secured himself a very nice Lotus dash at a crazy price, which is where I chipped in and asked for the TR dash for the same price, and that's how I walked away with a winter project.

Up to this point the furthest I had gone with the dash was repairing the speedo cable, so replacing the dash was at first a little daunting. Having now completed the work it's actually very straight forward, as long as you are methodical! and it's quite enjoyable!

First job, disconnect the battery!
Remove speedometer and tachometer as they secure to the metal dash behind the wooden one. Wrap each set of wiring in a plastic sandwich bag and do the same to the various screws. Undo the six screws from the dash and remove the glovebox strap. The dash will now tilt forward to a service position and I could now remove wiring from the gauges and switches. I found it useful to remove the steering column cowling as well.

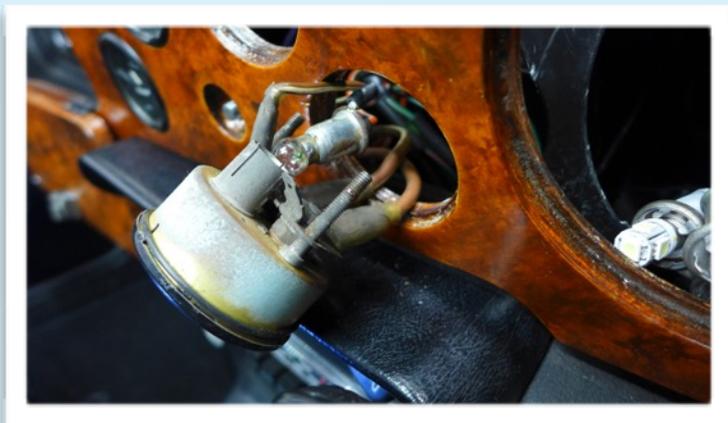




As you can see from the photo this is the scary part with everything in bits. I actually went further and replaced the dash top as well, which meant lifting the windscreen up an inch or so. I also took out the rheostat and replaced it with a hazard warning switch and then re-furbished all the instruments. I then thought with the tachometer out I might as well get it converted from mechanical to electrical with a view to getting a 123Ignition.

Now to put it all back together again! The new dash fitted really well and virtually slotted straight in. So with ancillary gauges connected and the dash hanging in the service position I went for an engine start, the gauges all came up as they should and illuminated nicely with their fancy new LED lights. So I bolted it back in and did another restart, calamity! the oil gauge barely moved and when it did it wouldn't come down again. So, dash out, checked, engine start and it was fine. Dash back in and the same again, in fact I spent most of an afternoon trying to work it out and then it dawned, the LED light had a longer neck and with the back pressure when it was fitted the bulb touched the needle! I'm now an expert on bleeding oil pressure gauges, fibre washers and pipe routing!

Pictures, pictures, pictures.....The only way to make sure it goes back on as it came off is to photograph every dial and connection, certainly worked for me.



As you can also see I have also added a voltmeter and a vacuum gauge whilst the dashboard was in bits. The voltmeter is very useful, the vacuum gauge less so and I will probably take them out.

I'm torn between keeping the originality of the Amp gauge which doesn't tell me much and replacing it with a Volt gauge from a CR. maybe another winter project!

Old and New

I'm very pleased with the final result, it might not be original but it looks very smart. The instruments are now clean and work well and I cured a load of rattles at the same time.

Jim Pullen

classical-dash
trshop

2015 Diary of Events

Wessex Group Events

March 2015

- 8th Club Run - depart Ower 11am for a run around the forest
15th 25th Anniversary Duck Race 2pm Whitefield Moor Car Park
24th Club Night - Skittles at The Phoenix

April 2015

- 5th Thruxton Revival Meeting - Details to follow
16th Car Club Quiz Challenge - Hamworthy Sports and Social Club
Please let Stuart know if you would like to be on the Wessex team.
19th Club Run - Wessex and New Forest Run
28th Club Night visit to Roach Manufacturing - Awaits confirmation

May 2015

- 10th Club Run - Awaits details
26th Club Night - Away night venue awaits

June 2015

- 21st Club Run to Longstock Water Gardens

July 2015

- 19th Club Run - Bucklers Hard and Family Fun Day

August 2015

- 7th - 9th International Weekend, Three Counties Show Ground, Malvern,

September 2015

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**March 2015**

1st MG & Triumph spares day, Stoneleigh, Warwickshire
<http://mgandtriumphsparesday.co.uk>

May 2015

2nd - 4th Donnington Historic Festival
<http://www.donningtonhistoric.com>

10th Basingstoke Festival of Transport

22nd - 24th Spa Classic, Belgium

June 2015

25th - 28th Goodwood Festival of Speed
Festival of Speed

July 2015

24th - 26th Silverstone Classic, Northamptonshire
<http://www.silverstoneclassic.com>

September 2015

11th - 13th Goodwood Revival

Group Leader & Chairperson	Stuart Thompson	01794 512867
Deputy Group Leader	Jim Pullen	01425 618532
Treasurer	Roy Clough	01980 626236
	Sue Chorley	02380 293492
	John Davies	07884 267479
	Geoff Glover	01202 861939
	Tony Alderton	01425 477674



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