



WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971



www.wvpc.org.uk

‘WESSEX WAYS’ MAY - JUNE 2023

CHAIRMAN’S CHATTER

Hi everyone,

Another month goes by and they appear to be traveling faster than ever. I will take this opportunity to thank all who came on the Drive it Day run, those of you who came appeared to enjoy the day, will try to do something similar again in the not too distant future, if anyone has any ideas or something that you would like to do give me a shout and we'll see what we can do,

Not sure what is happening this coming Club night but we will try and come up with something, well that's me done for now so you all drive and ride with care.

Doug.

TED PAYNE

We have just heard the sad news that Ted has passed away. He was, up until November last year still sufficiently mobile to be working in his garage on his Talbot special. December saw a decline in his health and the development of leg ulcers which, by their nature, were both debilitating and painful. He seemed to be bearing it pretty well but had a couple of falls at home due to low blood pressure and a bit of over-ambition – or maybe determination – regarding his mobility. These set him on a declining path and he passed away peacefully Sunday afternoon 30th April.

He often mentioned the Club, and particularly Doug, and spoke of everyone's kindness over the years.

I will pass on funeral details when I know more.

Best wishes, Keith Payne (Son)

Ted was a long time member who used to attend all of the events, we once saw him going the wrong way on a run, when he spotted us he quickly stopped and proceeded to turn round in the road and doing so almost had a cyclist off his bike but when I mentioned it to him he denied all knowledge, our thoughts are with his family at this sad time. Doug

DRIVE IT DAY – SUNDAY APRIL 23rd

Approximately 30 members and their cars, turned up at the departure point in West Moors, Memorial Car Park to collect route instructions. All set off towards the restaurant at Parley, I was the last to leave in my modern suv but I had the excuse of being the backup vehicle in case of breakdown. We made our way through Three Legged Cross, Woodlands, Cranborne, Alderholt then down towards Ringwood and past Matchams passing the Airport and into Baskets and Blooms for lunch. I think everybody enjoyed the food, there certainly was plenty including a giant Yorkshire pudding. Our thanks go to Doug and Mo for organising the event. (Ed)

CALENDAR OF FORTHCOMING EVENTS

DUE TO YOUR EDITOR BEING ON HOLIDAY FOR 5 WEEKS THERE WILL BE NO NEWSLETTER IN JUNE. ALSO WE HAVE DECIDED TO MOVE THE CARS IN THE FIELD NIGHT TO JULY INSTEAD OF JUNE.

Tuesday 9th May - Club Night - Coronation Theme (wear a crown if you want)

Sunday 14th May – Cars on Christchurch Quay

Sunday 11th June – Cars on Christchurch Quay

Tuesday 13th June – Club Night – Noggin and Natter

Saturday 8th July - Westival 2023 at Fryers Field, West Moors

Tuesday 11th July – Club Night – Cars in the Field

Wednesday 19th July – Visit to the Jigsaw Factory

WVPC VISIT TO JHG JIGSAWS LTD

We are planning a visit to the Jigsaw factory, which is in Ashmore near Compton Abbas, on **Wednesday 19th July**. The tour will start at 2pm and will last approximately one and half hours. There is plenty of parking, it is a level indoor venue and afterwards we will be treated to homemade cake and tea/coffee.

The cost per person will be **£12**. After the tour you may, if you wish, purchase items from the factory, discounts given for cash!

Please contact Janet Palmer on 01202 575521 or Doug on 01202 895387 to book a place. Please can you do this before July 12th if you would like to take part.



City Car Home



Shoe Car

VEHICLE OF THE MONTH – HILLMAN AVENGER



Introduced in February 1970, the Avenger was significant as it was the first and last car to be developed by Rootes after the Chrysler takeover in 1967. Stylistically, the Avenger was undoubtedly very much in tune with its time; the American-influenced "Coke Bottle" waistline and semi-fastback rear-end being a contemporary styling cue, indeed the Avenger would be the first British car to be manufactured with a one piece plastic front grille. It was similar in appearance to the larger Ford Cortina#TC Mark III (1970–1976), which was launched later in 1970.

However, from an engineering perspective it was rather conventional, using a 4-cylinder all-iron overhead valve engine in 1250 or 1500 capacities driving a coil spring suspended live axle at the rear wheels. Unlike any previous Rootes design, there were no "badge-engineered" Humber or Singer versions in the UK market. The Avenger was immediately highly praised by the press for its good handling characteristics and generally good overall competence on the road and it was considered a significantly better car to drive than contemporaries like the Morris Marina.

Initially, the Avenger was available as a four-door saloon in DL, Super and GL trim levels. The DL and Super could be had with either the 1250 or 1500 cc engines, but the GL was only available with the 1500 cc engine. Since the DL was the basic model in the range, it featured little more than rubber mats and a very simple dashboard with a strip-style speedometer. The Super was a bit better equipped, featuring carpets, armrests, twin horns and reversing lights, though the dashboard was carried over from the DL. The top-spec GL model featured four round headlights (which was a big improvement over the rectangular ones from the Hillman Hunter that were used on the DL and Super), internal bonnet release, two-speed wipers, brushed nylon seat trim (previously never used on British cars), reclining front seats, and a round-dial dashboard with extra instrumentation.

Not only was the Avenger's styling totally new, but so were the engine and transmission units, which were not at all like those used in the larger "Arrow" series Hunter. Another novelty for the Avenger was the use of a plastic radiator grille, a first in Britain and at 4 ft 6 in (137 cm) wide claimed as the largest mass-produced plastics component used at this time by the European motor industry.

In October 1970, the Avenger GT was added to the range. It had a twin-carburettor 1500 cc engine, four-speed manual or three-speed automatic transmission (also optional on the 1500 DL, Super and GL). The GT featured twin round headlights, go-faster stripes along the sides of the doors and "dustbin lid" wheel covers, which were similar to those found on the various Datsuns and Toyotas of the 1970s.

The basic fleet Avenger was added to the range in February 1972. It was offered with either 1250 or 1500 cc engines (the latter available with the automatic transmission option).