



# WESSEX NEWS

*Preserving the marque in Hampshire*

[This month's](#)

[Highlights](#)

## Classical Rambling

Putting my last edition of Wessex News to bed created a tinge of regret, because as I've mentioned previously, it is such a mine of information about the club and over the past year or so I've been regularly surprised by the scope and knowledge of TR ownership. Roy Clough has agreed to give the editor's chair a trial run and I wish him well with what has been a hugely enjoyable task.

Whilst the mainstream British motor industry collapsed in ignominy many years ago, it is heartening to see the range of micro-manufactures – for want of a better term. A friend of mine has done wonders with the Ariel Atom, Morgan continues to trickle out idiosyncratic machines and the track day fraternity are well catered for – if at a price!

What though was the last 'affordable' British sportscar? The Reliant SS1 was a brave but misguided effort followed by the much more successful TVR S Series running through into the 90's, offering something akin to a TR experience. The Lotus Elise and MG F ran through the late 90's and the Vauxhall VX220 was around in the early Noughties but then things dried up. I suppose safety legislation, design by committee and a change in what buyers' want have all had a part to play but it's a great shame isn't it?

**James**

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## Group Leader Chat

Despite the wonderful spell of hot weather we're enjoying, the one day of rain we did have was rather annoyingly on June Club Night, causing us to postpone our Pride of Ownership evening. Nonetheless we still gathered at The Sir Walter Tyrrell for a natter 'n' noggin which everyone enjoyed, and we were even joined by some visitors from The Netherlands who came to see us in a TR3 and an Austin Healey 3000. Our Pride of Ownership event will now take place on August Club Night in conjunction with our member BBQ when we'll also be joined by some friends in Thames Valley TR Group, meaning there will be some fierce competition for the Best Guest Car Award this year! Don't forget, this will be at the Anderwood BBQ site, Lyndhurst Rd, Burley, Ringwood BH24, in the New Forest, and NOT at The Sir Walter Tyrrell.

The International Weekend at Malvern was blessed with fine, hot weather, and the show was the usual mix of arena events, supplier stands, autosolo, Pride of Ownership and Concours as well as the huge number of TR's parked at the showground to admire, and the social side of catching up with old friends. It was great to see Wessex Group members there although not in the numbers of previous years. The preferred style of accommodation has also changed, and the enclave of tents so reminiscent of previous years has given way to luxury caravans and motorhomes, no doubt reflecting the "maturity" of our members – including yours truly – who booked into a local B&B for the weekend.

July's Club Run was a very enjoyable drive through picturesque Hampshire countryside arriving at The Harold Hillier Gardens and Arboretum near Romsey for a light lunch. 12 cars took part and we turned many heads driving through the quiet villages, and our thanks to Roy and Jeanette for organising this run.

Our next event is Club Night next Tuesday and it is one of our flagship evenings of the year, our Invited Car Night, when we invite other car clubs, and friends with interesting cars, to join us for an informal car show at the social club car park at IBM Hursley. In recent years we have attracted around 100 cars making this a popular event not only with Wessex Group members but with other car clubs as well, and we look forward to seeing you there on Tuesday.

Finally, this is the last edition of Wessex News to be put together by James Barnes, our editor. As reported previously James is stepping aside due to commitments with work and family which is perfectly understandable. James's name now joins the illustrious role of honour of past editors of this fine newsletter, and I'm sure you will all join me in thanking him for his hard work over the past year, and, James, we wish you well in your future endeavours and in keeping your TR's on the road.

That's it for now, see you on Club Night.

Month 2017	Event	Location / Details
<b>July 25<sup>th</sup></b>	Invited Car Night	IBM Hurley
<b>August 13<sup>th</sup></b>	Club Run	tbc
<b>August 22<sup>nd</sup></b>	The Wessex BBQ	The New Forest
<b>September 10<sup>th</sup></b>	The Cream Tea Run	tbc
<b>September 11<sup>th</sup> – 16<sup>th</sup></b>	A Fantastic TRip to Brittany	See page 5
<b>September 26<sup>th</sup></b>	Natter and Noggin	The Sir Walter Tyrell, 7.30pm
<b>October 8<sup>th</sup></b>	Club Run	
<b>October 24<sup>th</sup></b>	Club night	tbc
<b>November 28<sup>th</sup></b>	Battle of Britain lecture evening	The Sir Walter Tyrell

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

## Bournemouth Aviation Museum



On 24th May, the Group paid an evening visit to the Bournemouth Aviation Museum, which is located opposite Bournemouth Airport. The museum has twenty-one aircraft exhibits, mostly military from the 1950s to the 1980s, some whole and others just the forward fuselage section. In addition, it has on show a range of early jet and piston engines, including three recovered from shot down German bombers, together with some typical period weapons and airborne refuelling equipment. The exhibits ranged from the front fuselage of a Boeing 737 airliner to a British Aircraft Corporation Lightning, Briton's first supersonic fighter. Many cockpits were accessible so that members could try them for size and let their imagination take them back to their childhood and their fervent desire to be a fighter pilot. The Boeing 737 fuselage was that of one of the Bath Travel aircraft, in which more than one member had travelled during its time with Bath Travel, and could again sit in the seat in which they sat then.

As well as the cockpits of the fighter aircraft being open, one could also enter the cockpit area of an Avro Vulcan, and marvel not only at the cramped conditions for the two pilots, but also the complexities facing the three aircrew sitting with their backs to them, who were responsible not only for navigation, but also the complexities of all the electronic equipment that was essential for the aircraft to carry out its role as a nuclear capable bomber.

However, the highlight for the few who once aspired to being a pilot was a World War 2 Link Trainer flight simulator, now fitted with a television screen so one could almost pretend one was flying a real aircraft. I don't know if many members who tied it managed to crash, but our Leader made a brilliant landing, much to his surprise!

The Museum is run entirely by volunteers, who give dedicated service in maintaining and restoring the exhibits, all in the open air, which compounds their difficulties. Most of the exhibits are in poor condition when obtained by the museum and the volunteers are to be congratulated on the standards they achieve with so little support. So if you fancy yourself as an aircraft mechanic, I am sure you would be most welcome. And if you haven't been, and have any interest in the aircraft that were flying when you were a boy (or girl), it is two hours well spent. By nine pm, we had seen all there was to be seen, and the members made their way home having had a most interesting and enjoyable visit.

**Geoff Glover**



## June Club Night



For the second year in succession, our Pride of Ownership Competition had to be cancelled because of rain. Nonetheless, there was a good turnout at the Sir Walter Tyrell, where we had a natter and noggin in lieu. On arrival it was interesting to see a strange TR3A and a Healey 3000 side by side in the car park. Once inside, the reason for their presence was quickly resolved. The cars belonged to Mattias Achermann & Chantal Verdun (TR3A) and Stephan Bolliger & Sandra Muller (Healey) from Switzerland, who were on holiday in the UK. They were part of a five car group on a touring holiday in UK, and had been to the Classics on the Quay meeting at Highcliff Castle the previous Sunday where they heard of our meeting and decided to come along. Many of us chatted to them, including Ian Evans who gave them the history surrounding the name of the Sir Walter Tyrell and the Rufus Stone. They left before the evening was over to return to Poole to re-join their colleagues, but not before they had their photographs taken for our records.

**Geoff Glover**

## Paris Prague and TR2 PDU



It was an enormous pleasure to be able to compete in the Paris Prague Classic Car event. The rally was a short six day challenge for cars manufactured before 1968. As always the variety of cars is really quite amazing from old Aston Martins, Alvis, pre-war BMW, Mercedes, Porsche, Lagonda, Bentley the list of fine cars is quite endless including a monster 1917 (one hundred years old) American LaFrance Roadster with a 14,500 CC engine which was expertly driven by John and Catherine Harrison. This car was quite a handful, not for the faint hearted. I think we calculated it was using about three times the amount of petrol burnt by my trusty Mercedes 230S (fitted with a 280 engine); I suspect I was getting about 20 MPG.

I have owned an old English white 1955 TR2 for nearly a quarter of a century, never rallied but nonetheless used extensively and throughout Europe so I am always interested in these cars. In the event there was a very nice and original 1954 TR2 registered PDU 20 a left hand drive car which originally formed part of Standard Triumph's first works rally team. At the time an untried outfit that not only had the temerity to choose the gruelling Alpine Rally for its debut in 1954 but ended up winning the coveted and prestigious Manufacturers Team Prize, one of the greatest successes of the TR's rallying career.

The story really began back in March 1954 when Manchester garage owner Johnny Wallwork took his own brand new TR2 untried and straight out of the box on the RAC Rally confounding experts by winning the top flight event outright.



This victory made people take the new TR2 seriously and when Maurice Gatsonides and Ken Richardson jointly piloted another TR2 to 27<sup>th</sup> overall out of a 500 plus field in the Mille Miglia 1,000 mile race, even Standard Triumph's non-competition minded directors began to realise that they were producing a readymade competitive car and they knew they needed to capitalise on that.

Accordingly a competition department was hastily established, it was resolved the new team's first event should be the Alpine Rally, then barely eight weeks away. The company had no experience in rally preparation, or in international events. The management had the foresight to hire those that did: Monte Carlo Rally winner Maurice Gatsonides and ex-BRM test driver and development engineer Ken Richardson. Ken was already on the staff following work on the prototype TR2. During May 1953 he drove a specially prepared TR2 but with production mechanics to an astonishing 124.889 MPH at Jabbeke a world record for a two litre car at the time. He and Gatsonides must have seemed like a dream team for the Alpine Rally. It was a very gruelling and fast event back in 1954 with many alpine roads not tarmacked and Sheer Mountain drops, coupled with foul weather and deep snow.

Three TR2 cars were entered for this event PDU 20 (left hand drive) and PDU 21 (this car was right hand drive. Gatsonides and his navigator Slotemaker preferred a left hand drive car) and the Millie Miglia car OVC 276, Richardson drove this car with navigator Heathcote. Despite many problems and a puncture they finished fourth in class. PDU 21 unfortunately did not make it but a privately entered Dutch TR2 finished 3<sup>rd</sup> in class and this enabled Standard Triumph to win the manufacturers award. Gatsonides and Slotemaker finished second in class. The event was particularly tough with deep snow and poor conditions.

The three cars travelled down to the start in Marseilles more in hope than in expectation. The Alpine was considered second only to Liege-Rome in terms of difficulty; of the 79 cars which started only 37 finished.

I had the pleasure of competing in 2012 with Tom Gatsonides the son of Maurice on the New York to Alaska endurance event. I was delighted to see PDU 20 which competed well on Paris Prague, and well driven by David Wenman and Jeff Robinson.

**Michael Eatough**



**Ivor Bleaney Classic Car Day**  
**And**  
**Auto jumble**  
**Saturday September 16<sup>th</sup>**

At the Sir Walter Tyrrell pub in the heart of the New Forest (Rufus Stone). From 12 noon onwards there will be a free BBQ and drink for all enthusiasts who bring a classic car, motorbike or scooter and produce their voucher. Plenty of parking space, large play area, live music, entertainment in the evening and a wonderful collection of traditional beers & wines. A perfect opportunity to sell your car or even buy one! All cars must be at least 25 years old.

Apply for your vouchers on line [ativorbleaney@msn.com](mailto:ativorbleaney@msn.com) or telephone 01794 390895 and we will send you one.

Vouchers entitle 2 people per car. If you don't have a classic car it is still a great day out and you can purchase a BBQ on the day at a nominal fee.

The auto jumble will be held in the adjoining field along with many of the cars, a 10ft square space, supply your own table. Stalls £10 for the day, payable and bookable in advance at the pub on 02380 813170 or email enquiries [@sirwaltertyrrell.co.uk](mailto:@sirwaltertyrrell.co.uk)

So why not take this opportunity to get rid of all that discarded automobilia and unwanted car accessories from the garage and make a few bob.



**£29,950**

**1954 Triumph TR2** Original Left Hand Drive with Heritage Certificate. Returning to the UK some 25 years ago she was sent to Fortescue Garage TR specialists, to undergo a total body off restoration. Being fully documented with all bills and full photographic evidence. Now having a new hood, tonneau cover and side screens. All new tyres on chrome wire wheels. Very extensive history file, including all manuals. A lovely example being totally rust free and thoroughly reliable.



**£26,500**

**1963 Triumph TR4** with wire wheels and overdrive an original British car with all matching numbers. This beautiful rust free example being finished in her original livery of Red coachwork with contrasting Black interior, new matching Black mohair hood. Original steering wheel. Good chrome and new tyres. A lovely genuine, well cared for, original car. Recently totally overhauled mechanically with new MOT and ready to go touring in right now and sensibly priced.



## TR Register Event List



### July

Fri 28th - Sun 30th: CarFest North, Bolesworth, Cheshire  
 Fri 28th - Sun 30th: Silverstone Classic, Northamptonshire  
 TBA: TR Register End to End Run

### August

Sat 5th - Sun 6th: Croft Nostalgia Weekend, Dalton on Tees, N. Yorkshire  
 Fri 25th - Sun 27th: CarFest South, Laverstoke Park Farm, Hampshire

### September

Sat 2nd - Sun 3rd: TR Register Scottish Weekend at Bo'Ness Hillclimb, Falkirk  
 Sat 2nd - Sun 3rd: TR Register Lakes Tour, Newby Bridge, Cumbria  
 Fri 8th - Sun 10th: Goodwood Revival, Chichester, West Sussex  
 Fri 8th - Sun 10th: TR Euromeet 2017, Dijon, France  
 Sat 16th - Sun 17th: Manchester Classic Car Show, Event City, Manchester  
 Fri 15th - Sun 17th: Spa 6 Hour, Spa Francorchamps, Belgium  
 Tue 26th - Sun 1st October: TR Tours Ireland Tour

### October

Sun 22nd: Stoneleigh Autumn Restoration Show, Stoneleigh, Warks

### November

Sat 4th: TR Register Annual General Meeting, Location TBA  
 Fri 10th - Sun 12th: NEC Classic Motorshow, Birmingham

[Click for the full 2017 calendar & information on those listed above](#)

## Wessex Committee contact numbers



Group Leader and Chairperson	Nigel Jordan
Treasurer and newsletter editor	Roy Clough
Deputy Group Leader	Steve Harridge
Regalia Manager	Tony Alderton
Secretary	Geoff Glover
	Neil Winscom
	John Davies



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

## 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's. Shown below is the current range of items available



Low profile heavy cotton drill cap front and rear view



The favourite T shirt  
*(female)*



Jersey crew neck T shirt *(male)*



Short sleeve polo shirt



Full zip fleece



The Club Mug



Sweatshirt Classic  
80/20

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

# TR Register Wessex Group Clothing Order Form

**13**

Name:	Contact number:	E-mail Address:
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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.alderton@gmail.com](mailto:tonycd.alderton@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.	9.90
The favourite T shirt <b>(female)</b>	BE07 6	Mid Grey, Berry (Raspberry), Black, Chocolate, Coral, Dark Grey, Maroon, Navy, Light Orange, Red, Light Blue, Purple, Royal Blue, White, Light Yellow.  Size: S=8, M=10/12, L=14, XL=16	9.61
Jersey crew neck T shirt <b>(male)</b>	CV00 1	Aqua, Mid Grey, Light Grey, Black, Red, Deep Teal, Olive, Evergreen, Maroon, Navy, Purple, Light Teal, White, Orange.  Size: XS=35", S=37", M=39", L=42", XL=44", 2XL=46".	10.16
Short sleeve polo shirt	BA30 6	Anthracite, Black, Light Blue, Bottle Green, Light Grey, Navy, Purple, Orange, Red, Royal Blue, Sand, White, Light Green, Brown, Yellow.  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".	13.88
Sweatshirt Classic 80/20	SS20 0	Black, Bottle Green, Burgundy, Deep Navy, Light Grey, Navy, Red, Royal Blue, Sky Blue, Yellow, White.  Size: S=36/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	20.37
Full zip fleece	SS52 8	Black, Bottle Green, Deep Navy, Red, Royal Blue, Smoke.  Size: S=35/37", M=38/40", L=41/43", XL=44/46", 2XL=47/49".	32.46
The Club Mug			10.00

Prices exclude p&p