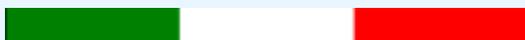




Michelotti/Standard Triumph flag badge



The Lavender Fields south of Turin—Alberto Grisoni—page 11



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Peter Napier writes about the use of his classic cars to visit historic building projects for The Landmark Trust and other organisations. Page 14



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Roger and Grafton's chassis woes Page 14

Preface



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Articles for publication are welcomed provided that they are relevant to the Group such as:-

* Restoration projects.

* Technical do you have a particular experience?

* Runs out with your cars either individually or in a group.

* Future events

* Anything that Members may feel would be of interest to the Group beyond TRs.—**ie anything!**

All opinions expressed by contributors will be their own and are not necessarily the views of the editor, the TR Register or the Shropshire Group.

The Editor reserves the right to edit content and to moderate submissions.

Upcoming Events



AUGUST

1	CLASSICS AT THE CASTLE IN AID OF HOPE HOUSE CHILDREN'S HOSPICE see www.eventbrite.co.uk/e/classics-at-the-castle-tickets-152313288145
1	Bromyard Speed Festival, Shelsley Walsh
3	ShACC Meeting – Bradford Arms, Knockin
4	North Shropshire Triumph Meeting – White Lion, Whittington
7-8	SEVERN VALLEY RAILWAY TRANSPORT EXTRAVAGANZA
13-15	INTER-CLUB TRIUMPH & MG WEEKEND, MALVERN. See TR Action 330 page 55
15-17	TR Trips Tour of the Cotswolds. See TR Action 329-page 63
17	CLUB NIGHT & AGM – THE FOX & HOUNDS, WYTHEFORD ROAD, SHAWBURY SY4 4JG
21-22	Tatton Classic & Performance Car Spectacular, Tatton Park
21-22	Historic Rally Festival, Telford and Weston Park
22	MG & Triumph Spares Day, Telford Cancelled? Appears to have been rescheduled for 23/01/2022
28-30	OULTON PARK GOLD CUP WEEKEND & TR REGISTER NW AREA 50th
29-30	Shrewsbury Steam Rally & Classic Car Show, Onslow Park, Shrewsbury

SEPTEMBER

1	Three Castles Welsh Trophy
1	North Shropshire Triumph Meeting – White Lion, Whittington
3-5	TR Register Lakes Tour
5	Potteries Run
7-14	TR Tours Picos de Europa Tour
10-17	TR Register European Meeting

SEPTEMBER continued	
12	Vaynor Festival
12-16	SHROPSHIRE GROUP'S TOUR OF THE PEAK DISTRICT
19	Standard Triumph Picnic at Walton Hall Hotel and Spa, Walton, Wellesbourne, Warwick CV35 9HG -
21	CLUB NIGHT – THE FOX & HOUNDS, WYTHEFORD ROAD, SHAWBURY SY4 4JG
17-18	Goodwood Revival
18-20	TR Trips Tour of Kent
19	Standard Triumph Picnic, Walton Hall, Walton, Warwickshire
25-26	Kop Hill Climb

OCTOBER	
8 -18	TR Register Rally Pyrenees
6	North Shropshire Triumph Meeting – White Lion, Whittington
19	CLUB NIGHT – THE FOX & HOUNDS, WYTHEFORD ROAD, SHAWBURY SY4 4JG
23-25	TR Trips Tour of East Anglia

Standard Triumph Picnic. 9th May at Walton Hall Hotel and Spa, Walton, Wellesbourne, Warwick CV35 9HG - Rescheduled for 19th September

Practical Classic's Classic Car & Restoration Show scheduled for 26th to 28th March at the NEC has been postponed until 2022. Tickets purchased for March 2020 will be valid for these new dates. A virtual show took place on 27th March

Interclub Triumph & MG Weekend (formerly the TR International Weekend) - dates and venues have been set for the next two years:

13–15 August 2021 – Three Counties Showground, Malvern
19-21 August 2022 – Staffordshire County Showground, Stafford.

Shropshire Group's Tour of The Peak District has been rescheduled to 12th to 16th September

The list of TR Trips has been rearranged for 2021. These are weekend trips organised by TR Register exclusively for TR Register Members. There will now be four trips in 2021:

15th -17th August – Cotswolds
18th – 20th September – Kent
23rd – 25th October – East Anglia

See TR Action 328 page 64

TR Tours are longer overseas tours arranged for TR Register members by organisers of classic motoring tours. Tours offered so far are:

Picos de Europa – 7th – 14th September 2021
Ireland – 12th – 17th June 2022
TRs and Trabants (a tour of Romania) – 3rd – 9th July 2022

See TR Action 329-pages 64 & 65

For further information contact: Roger 01743 790253 / 07811 260166 trshrops@gmail.com
Or visit the Group website at: www.tr-register.co.uk/group/shropshire

Roger's Ramblings

Message from our Group Leader



Everything is now starting to look rosy. Not only do we have good weather, but the classic car scene is waking up from hibernation. We now can do more things with our cars!



The most significant change has been our return to the Fox & Hounds in Shawbury. Tuesday 20th July was our first club night since February 2020.

Whilst it was good to keep in touch by Zoom, webcams can't replace meeting face to face. 15 TRs, a Golf GTi convertible and a BMW Z4 were on display. Other members arrived in their "day" cars. We will now be meeting at The Fox & Hounds on the third Tuesday of each month.

Whilst major runs have not been allowed, many of us have been able to drive out in small groups. Helen and I have managed three such runs in June and July.

The plan for the first had been to drive along the Clun Valley and through the Clun Forest before cutting over the hills to Knighton. However, about 2 miles from the end of the Hall of the Forest Road the road was closed. Full stop! No advanced warning and no alternative diversion. The sensible option was to retrace our route the 11 miles back to Clun. Fortunately, we found a very minor road to Knighton. This cut off the most spectacular part of the run but did mean that we arrived on time for lunch, outside, at The Lion in Leintwardine. Lunch on the bank of the River Theme in sunshine – excellent.

Our second trip took us up Cleve Hill and over Catherton Common (a remote Shropshire Wildlife Trust Reserve) to Bridgnorth and then



along Corve Dale. We stopped for coffee and cakes at Mynd Hardy Plants which is in the walled garden of Delbury Hall. Again,

road closures caused a little head scratching, but we didn't miss our lunch at The Ragleth Inn in Little Stretton.

The final foray was to visit two urban gardens on the outskirts of Wolverhampton. These were open under the National Gardens Scheme.



The owners of these gardens are certainly enthusiasts. Each garden was immaculate, and the tea and cakes weren't bad either! However, driving in urban traffic was not so much fun. It makes you realise just how lucky we are to be living in rural Shropshire. When we arrived home, Helen immediately went into our garden to re-plan it!



Weston Park Classic Car Show has always been synonymous with cold, rain, wind and even snow. How nice it was to experience it on a warm

sunny day. This was the first major event that we had attended since lockdown and it was with some trepidation that we went along. But it was alright; plenty of social distancing, use of masks etc. and we were outside. We had an excellent attendance of TRs. There were 29 on our stand – 22

from Shropshire Group and 7 from Stoke Group. As a result, we were awarded the trophy for the best car



club stand at the show. We seem to achieve this on a regular basis, so I guess that we are something special.

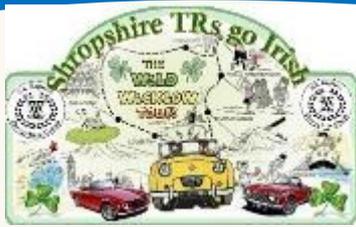
I started this Rambling by commenting on the good weather. It is now hammering down with rain! Well, we can't have everything – can we?

Roger

Ps – don't forget to keep an eye on the website:

www.tr-register.co.uk/group/shropshire

When Shropshire TRs Went Irish (aka The Wild Wicklow Tour) June 2014



In the Autumn of 2013, I was looking forward to organising the 2014 Shropshire Weekend and, having a few under my belt, I felt confident that this would be plain sailing. I put forward suggestions for weekends in Snowdonia, at the Coast or in the Forest of Dean. Simon Beresford said "2014 is the Group's 20th Anniversary why don't we go abroad". What!

Well, I had been to Aberdyfi in my TR6 but that is as foreign as I had ventured. Scary!

Early November each year is the Classic Car Show at the NEC where I found myself, in 2013 cruising the stands of the businesses who offer bespoke tours for groups. The young lady on the Nutt Travel stand was particularly helpful (and attractive). Over the next couple of weeks Nutt Travel had put together a tour of Wicklow based at the four-star Brooklodge Hotel in Aughrim, Co. Wicklow. The hotel is part of the Macreddin Village golf complex. There are several bars and restaurants on the complex as well as in the village of Aughrim. We booked 3 nights B&B accommodation for 20 people in 11 cars.

On Monday 16th June, Helen and I left Pontesbury to meet some of the Group at The Boathouse Hotel in Holyhead. Unfortunately, the local seagulls decorated my car overnight and a quick wash was required the next morning.



The ferry left Holyhead at 10:30 am on Tuesday 17th June.



All on time and safely loaded on board.

Fortunately, the crossing was calm. Helen had made me



promise that she could fly back if it had been the slightest bit turbulent.

When we docked in Dun Laoghaire, we were met by Pat MacMahon and a contingent of TR Ireland members.

Pat and his members escorted us out of Dun Laoghaire to The Great Military Road which runs through the Wicklow Mountains.

The Military Road was built after the 1798 Rebellion. The rebels, led by General Holt, used the Wicklow mountains in which to hide. There were four roads traversing the mountains but no road enabling North-South travel. This hampered the Government troops.

As you know, I like to prepare runs and tours in detail, each minute, each turn and each stop is planned. But not so on this trip. Failte Ireland had done an excellent job supplying brochures, touring routes and tourist maps but I had done no route planning! We were flying blind. This was obvious at about 2:30pm when we pulled into Roundwood. At 238m, Roundwood is one of the highest villages in Ireland – but it was closed! And we hadn't had lunch!

We noticed signs of life at Byrne & Woods Bar and asked if they could do lunch for 20 people. "Arr, to be sure" was the reply. This was our first experience of the friendliness that we were to encounter throughout the tour.

We arrived at The Brookhouse Hotel, checked in and discovered our rather luxurious rooms.



The swimming pool was astounding and became a favourite meeting place.



Wednesday was a busy day. We started by driving part of the Gordon Bennet Run.



After lunch we continued our drive to Aughrim via Rathdrum.

The roads were remote, wild and scenic; they were all but deserted. The weather was incredible with deep blue sky and hardly a cloud. This weather was to stay with us for the whole of our tour. It was not what we had expected from the Emerald Isle!



Gordon Bennett was the flamboyant son of a New York newspaper proprietor and was sent to Europe after his antics scandalised New York society. He sponsored the Gordon Bennet Race in

Ireland in 1903. At that time the Irish speed limit was 12mph!

Our route then took us to Russborough House



and Simon arranged for us to park our cars in front of the house. The house was built in 1741 for Joseph Leeson and its Palladian façade is the longest in Ireland. The last owners, Sir Alfred and Lady Beit, entertained many celebrity guests including Mick Jagger, Jacqui Kennedy and Fred Astair.

We drove across the Blessington Lakes, a 5,000-acre reservoir on the River Liffey, to Glendalough. This took us over the Sally Gap, one of the two passes through the Wicklow Mountains



Glendalough is an ancient monastic site. It was founded in the 6th century by Saint Kevin and quickly grew to be one of the most important monasteries in Ireland. The remains include a magnificent round tower, a medieval gateway, stone churches and numerous crosses.

Round towers were a defensive feature of many monasteries in Ireland. The entrance is on the first floor.

This enabled the monks, at times of attack, to flee to the tower, with food and the monastery's treasures, and draw up the ladder. They then sat out the siege until the attackers, usually Vikings, got bored and went away.



That evening was Jane’s birthday and the hotel staff gave her a cake, complete with candles.

Our first stop on Thursday was the Meeting of the Waters in the Vale of Avoca.



These inspired the poet Thomas Moore to write his song “The Meeting of the Waters” in 1808. However, they did not inspire Robin’s distributor!



Avoca is better known to us as Ballykissangel. It was the village used for the BBC Television series of the 1990s whose plots centred around the unfulfilled passion between a young priest and the local pub landlady. All pretty forgettable stuff!

But, despite this, Avoca is an extremely attractive village.



Of greater permanence than “Ballykissangel” is the Avoca Mill. It is Ireland’s oldest weaving mill and was founded in 1723 on the banks of the Avoca River. Here local farmers would grind their corn and weave their wool into clothing for the local miners. Avoca Mill has now grown into a substantial brand name with a chain of outlets and cafés throughout Ireland.

Their signature ranges are ladies’ scarves and wraps and the original mill is very much a showground for these – at a price!



As yet, we hadn't been to the seaside, so our next stop was Brittas Bay where some of us were able to behave like children



Our return route allowed for a short stop in Wicklow Town with its famous haunted Gaol House built in 1704 and its shoreline



That evening, a football match between England and Uruguay was televised. The hotel set us up in one of the bars and supplied us with pizzas. There was banter from Uruguay supporters (I didn't know so many Uruguayans spoke with an Irish brogue!). It was all good natured and an excellent evening was enjoyed – but Uruguay won 2-1.

Friday was our last day. It was hard to believe that we had done so much in so little time. The day was left for members to do whatever they wanted until it was time to head back to Dun Laoghaire for the ferry home. Simon and Helen went horse riding.



Alan & Nic, Rick & Nardia and David had arranged to spend the next two nights in Dublin. Helen & I had arranged to stay on with my brother in Wicklow Town. The rest of the group returned to Holyhead on the 13:30 ferry.

Helen & I met my sister-in-law in Dublin and she introduced us to the main sites. One of the most impressive was the Dublin Post Office. This neoclassical Georgian building was completed in 1818. It became the headquarters for the leaders of the 1916 Easter Uprising. Despite its battle-scarred exterior, the inside was much as it would have been at the turn of the 20th century.



We returned home with the Dublin group on Sunday. It was a truly unforgettable tour.

The Crew:

- Roger & Helen Critchley – TR6**
- Phil & Alice Desborough – TR4A**
- Jim & Joan Cook – TR4A**
- Mark & Jane Lockley – TR6**
- Simon & Helen Beresford – TR4**
- Alan & Nic Edwards – TR5**
- David Somerville – TR4**
- Rick & Nardia Denny – Maserati Coupé**
- Martin & Sascha Thomas – TR6**
- Graham & Judy Cox – TR6**
- Robin Jeavons – TR6**

Thanks folks, you all made it so enjoyable!

'Piedmont: from the green hills of Monferrato to the glaciers in Valsesia' by Alberto Grisoni our 'Italian Correspondent'



As somebody probably remembers, some friends of mine, owners of classic sport cars, mainly British, come from the lowlands of Piedmont.

My wife Laura wanted to go all together and see the lavender fields of Castelnuovo Don Bosco south of Turin, before they cut the flowers.

For us, coming from the north of the Region, the dis-



tance is roughly 80 miles partly by motorway and partly along back roads meandering among the cultivated hills of Monferrato.



From the lowlands the distance is the half that from where we are and nobody was interested to go just the other side of the corner, so we went there by ourselves. Monferrato is a green hilly area of 1000 square miles south of Turin.

Before the Romans occupied this region 2000 years ago it was inhabited by the Celts, same as all the North West of Italy.

Still now in Piedmont many dialectal words are similar to the Welsh and many towns owe their names to the Celtic language; actually what Piedmont is now it was Gallia for the Romans.

In those four centuries here flourished the Gallo-Roman civilization, same as in England. After the fall of the Empire many tribes of German origin coming from the Asian plains of Ukraine and Russia crossed these lands and settled down.

Later the Germanic Longobards, coming from the shores of the sea in the North of Germany, conquered all the North of Italy and mixed very quickly with the highly cultured Celts and actually the name of Region Lombardy comes from Longobardy. After all we have more or less the same history as England: The Celts, the Roman conquest, the Gallo roman civilization, the Saxons .

The difference is that we did not have the Vikings . After that, Monferrato was ruled by the powerful family of the Marquis of Monferrato of Longobard origins from year 900 to 1708, when it passed more or less entirely to the Savoia family, Princes of Piedmont, who became Kings of Italy. We crossed the peaceful countryside on deserted roads and reached the lavender fields (photos).

Even though the fields of lavender in Piedmont are not comparable to the fields of Provence in France, they are an attraction with their spectacular lilac colour and the small shops selling perfumes, lavender oil and honey.

Being in the heart of Piedmont we wanted then to taste the most famous specialty of the area at a restaurant that was suggested by the locals and ordered a "Fritto misto Piemontese"

which is a strange dish in which they fry together different sorts of meat slices, semolina sweets, amaretti biscuits and vegetables.



This is also the land of famous Italian red wines , such as Barolo, Barbera, Barbaresco, Nebbiolo and of the white sparkling Spumante but, as neither me nor Laura drink, we enjoyed just San Pellegrino mineral water (I am sorry!). All in all a pleasant and peaceful journey not far from home.

In early July our friend Giuseppe decided to go in the near Valsesia, on the slopes of Monte Rosa (15203 ft) but again, for one reason or another, only few friends were able to join.



Valsesia is a long and woody alpine valley ending in the village of Alagna, where there are steep paths leading to the top of the mountain and to the alpine pedestrian passes to Switzerland (Saas Fee, Zermatt, ecc).

This valley is ideal for high altitude trekking, rafting, climbing and skiing but, due to the steepness of the slopes, it is a bit wild and not suitable for mass tourism.

Starting from Alagna there is also a cableway leading to the glaciers where people can go and ski also in summer or climb the 15 peaks in the area, all of them above 13500 ft. The name of the valley comes from the river Sesia, which originates from the glaciers and is a tributary of the river Po.

In the many of these valleys, people still speak Walser, which is an old Germanic dialect spoken in the highest villages of Piedmont and in Switzerland. The buildings are also typical and made of timber and stones. In the past, the populations living in the high Alps were one single community. When the borders between Italy and Switzerland were redefined in the past, as they were after various wars including WW1, the dwellers remained of course the same as before with their own traditions and idiom, regardless whether they were living in Italy or Switzerland.

Young boys and girls coming from the two sides spent all the summers in the heights to graze goats and cows and so, nine months after... a new Walser baby was born: an Italian or a Swiss? A silly question : they will tell you he is just a Walser!

In Valsesia there are also many elegant villas built in the nineteenth century because here they invented the finish in fake marble that decorates so many castles and churches in Italy, France, Britain, Ireland , Saint Petersburg... Some artisans spent a big part of their lives abroad because of this job and made money.

My friend Giuseppe, who is the owner of a TR3 and an MGB, suggested we should have lunch at a restaurant he knows to eat polenta with ...cod and onions: cod with the view of the glaciers of Monte Rosa...!



I must say that the dish was tasty but everybody would laugh to hear that we ate sea-fish in the mountains! Temperature was a bit fresh but we were able to drive open top all the time. In spite of the terribly high temperatures that Canada is experiencing in these days, until now in our area it has been cooler than in the last few years and on Monte Rosa there is a lot of snow.

Giuseppe's red TR3 needs to have the carburettor adjusted as it is much richer and so I proposed to lead the small group and to leave him at the end of the row!

Another friend is Valeriano, who is the owner of a Triumph Bonneville and of a red Mazda MX5. In a blue Fiat Barchetta was Walter with his girlfriend Susanna: two newcomers in our group.

At the restaurant we met with an old medical doctor and his wife, who are friends of Giuseppe and in the summer come to Valsesia for trout fishing and to escape from the stifling heat and from the mosquitoes of the lowlands. They use to sleep in one of the few rooms above the restaurant.



The day after I paid a visit to the workshop of Mr Tentori of Storycar. I am including some pictures of the cars and of the engines on which he is working these days.



End of July we'll go to spend a week in our apartment in Rapallo, a sea resort that you already know, obviously in our TR . Be ready for my next article, because in the middle of September the Cadore area in the Dolomites will host us and our faithful TR4A.

Historic TRs, Historic Buildings

Peter Napier



Since restoring my TR4 and putting it onto the road, I have tried to use the car as much as possible during the summer months. This includes taking it on visits to the work that I have done for The Landmark Trust and other historic and non historic building owners and organisations. Since acquiring my Triumph Stag and TR6 I have obviously used these too. The following are just a few of the projects driven to in these cars.



Tixall Gatehouse, Staffs, for The Landmark Trust. 17th century gatehouse is all that remains of a once grand house. This property sleeps 6.

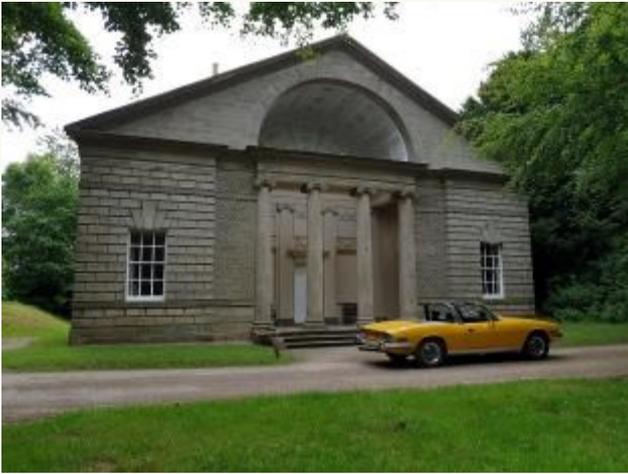


Pitchford Hall, Shropshire. Sadly In 2018 I surveyed the house for Shropshire Council who wished to serve an urgent works notice on the then owner to address the disrepair from 20 years of neglect. This prompted the owner to see to present owners whose family own



Pitchford Hall tree house. Late C17th remodelled in mid-C18th, and restored in mid-to late C20th





Ingestre Pavilion, Staffs. 18th century facade, modern accommodation to the rear. A local mason-architect named Charles Trubshaw (who trained as a sculptor under Scheemakers) worked at Ingestre around 1750. He probably put up the Pavilion and although he was very able, it is unlikely that he designed it. The Chetwynds, and after them the Talbots, who owned the estate, were enlightened patrons of architecture and they employed Wren. to design the parish church. The property is available for holidays.



Prior to Covid I made regular trips to the **Ffestiniog and Welsh Highland Railway** where I provided voluntary services (after working on Coed-y-Bleiddiau see next page) often in the TR4, TR6 or Stag. Sadly not one visit this year.



The Music Room, Sun Street, Lancaster for The Landmark Trust

Long since separated from the rich lawyer's town house it once graced. The Music Room, once a garden pavilion, now shop and flat. was built about 1730. It was probably built by Oliver Marton Senior in the garden of a nearby house at some time after his purchase of the house in 1723 and before his death in 1744. The plasterwork has been attributed to Francesco Vassalli because of the similarity of the medallion heads to ones he is known to have executed at Towneley Hall in 1729-30. Restored and converted by the Landmark Trust including 6,000 hours to restore the plasterwork! Currently planning external repairs to stonework. The property accommodates two people.

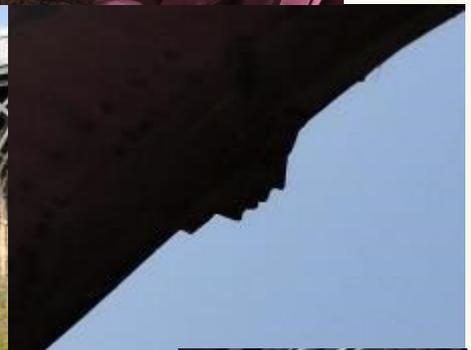
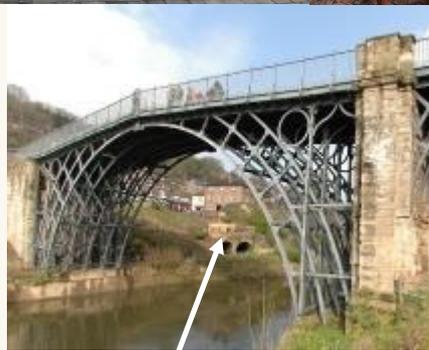


Plas Uchaf, Denbighshire for the Landmark Trust

Original building including magnificent timber frame and roof trusses, dates from 15th century. Stone exterior dates from approx. 16th century.

The building was derelict and in a ruinous condition when Landmark Trust restored it in the 1970s. Current works are to arrest water penetration through the west gable.

This house sleeps 4 people.



34 High Street, Ironbridge for The Landmark Trust

This building was built shortly after the new bridge was erected between 1791 and 1823. It consisted of living accommodation above a grocer's shop. The wheel used for pulling sacks of flour to the store on the top floor is still present in the bedroom of one of the two apartments in the building. One of the apartments is a Landmark Trust holiday let. One of the fixings on the bridge when viewed from a certain angle is said to look like the quaker, Abraham Darby 111 who jointly designed the bridge with Thomas Farnalls Pritchard. The flat sleeps 4 people.





Coed-y-Bleiddiau, for The Landmark Trust on the Ffestiniog Railway. No photos of cars as the only access is a 1/4mile walk to get to it or by train and it has its own platform.

Once the holiday home of Sir Granville Bantock (no relation to the Bantocks of Wolverhampton as far as I know), who was a now largely forgotten early 20th century English composer and contemporary and friend of Edward Elgar (and as good!). In his time he was a very well known composer and was knighted for this.

The cottage was also used as a holiday house by St John Philby father of Kim Philby (the spy).

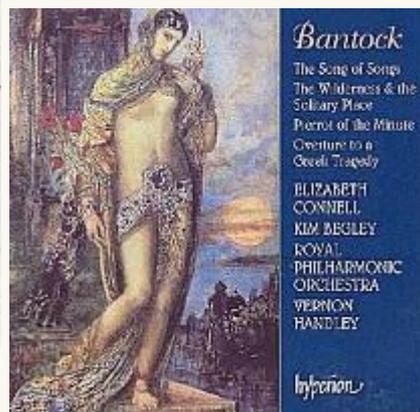
The cottage is situated in an isolated position with walks up the mountain Y Garnedd and below and all around is an Site of Special Scientific Interest being part of the ancient Meirionydd Oakwoods (a temperate rain forest) and Bats Sites Special Area of Conservation.

Plus you get steam trains passing your window several times a day. Sleeps 4. Really fantastic place to stay.

Bantock in the garden of Coed-y-Bleiddiau



Bantock in the garden of Coed-y-Bleiddiau



Recordings of Bantock's wonderful music are available. It is tempting to think that he composed music here. There was no bathroom (there was a earth closet) and the family used to bath in the stream! Enough to stimulate anyone's creative side?

Bantock and Edward Elgar

Member's Projects

Peter Napier's Stag



Only limited progress on my Stag engine rebuild since Edition 5. The cylinder heads have been repaired and machined with new valve guides fitted (one was broken in half) and the engine has been thoroughly cleaned with paraffin and brake cleaner.

I was waiting for the new timing chains to come from Germany (£50 each against £50 for a pair of standard chains). The guides themselves which after 60k miles you would expect to see 'tram lines' in from wear in the rubber, were as new.

The existing timing chains (here shown below the new



chain) were also probably OK but as I have no receipt showing them to have been replaced I decided that with the engine out it is probably wise

to replace these and if and when I come to sell I can honestly say that the chains are as good as new as they are superior to the standard chains.

I do have a hand written note confirming that the chains were replaced at 58k miles and that is only 12k miles since



they were fitted 30 years ago. Nevertheless it seemed prudent to replace these whilst I have the chance.

The oil pump suffered limited damage from the

grit that got into the engine after having my cam covers powder coated so I decided to buy a new pump. After it arrived I had an issue with my water pump when I broke the impeller removing it from the shaft in order to replace the seals and bearing none of which was necessary from a failure point of view but rather as preventative maintenance. A new pump is £300 + Vat and the impellers are not widely available.

I posted this on Facebook and a Stag owner from Birmingham contacted me to tell be he could repair the pump as he

had a spare impeller. When fitting the pump I realized that with a little force I was able to rotate the impeller on the shaft and contacted the person who repaired it for me.

This same person repaired my choke cable recently for free and saved me £100 in the process for that is what a new one costs.

The impeller relies on a set of splines in the impeller and on the shaft to prevent rotation on the shaft. When I removed the impeller it was apparent that there were the very minimal splines in the (cast iron) impeller and when I informed the person who repaired it he was very apologetic.



I managed to find another impeller on eBay (see photo on the left) and I have sent this off for the seal bearing fac on the back to be machined to remove 50 years of wear and slight corrosion.

Whilst talking to the person who repaired the water pump he happened to mention that he had a unused original oil pump from the 1970s and I bought this off him and that is going on the car and so now I have a spare in the boot.



The Stag engine design really is a bit of an enigma. Not only is the water pump in a daft position and really difficult to get at but almost

destined to leak oil and water at some stage in its life, but just look at the limited amount of gasket that prevents water leakage from the cylinder heads which I was getting before the engine was stripped. This may be because the heads needed 'torquing up' after being refitted but the grit episode intervened!



Member's Projects

Roger Critchley's and Grafton's TR6s



Chassis Matters – A Horror Story

Recently, Grafton reported an alarming experience with his Triumph TR250.

He was on a run, with other members of the Whitchurch Wanders, around Devils Bridge and they had stopped for a picnic. Upon moving off, Grafton experienced an alarming scraping noise from the Offside Front of his car. Upon stopping he saw that the wheel was at an angle. It was obvious that the car was unsafe to drive. The car had to left there.

Grafton obtained a lift home and returned the next day with a trailer. He examined the car when he got home and discovered that the front lower wish-bone had torn out of the chassis!



This is a known weakness and Moss (and no doubt other traders) supply reinforcing plates for this area.

In a similar vein, it was discovered that three out of the four brackets securing the rear tailing arms of my TR6 had split!



What I hadn't realised, until Phil and Alan pointed it out, is that these brackets can be used to adjust the camber of the rear wheels.

This is covered in TR Action 141 and TR Action 165. Back copies of TR Action are available to members on the TR Register website. You will need to log into the members area to access these.

Humour

A friend went to Beijing recently and was given this brochure by the hotel. It is precious.

Obviously, it has been translated directly, word for word from Mandarin to English.



Getting There:

Our representative will make you wait at the airport. The bus to the hotel runs along the lake shore. Soon you will feel pleasure in passing water. You will know that you are getting near the hotel, because you will go round the bend. The manager will await you in the entrance hall. He always tries to have intercourse with all new guests.

The Hotel:

This is a family hotel, so children are very welcome. We of course are always pleased to accept adultery. Highly skilled nurses are available in the evenings to put down your children. Guests are invited to conjugate in the bar and expose themselves to others. But please note that ladies are not allowed to have babies in the bar. We organize social games, so no guest is ever left alone to play with them self.

The Restaurant:

Our menus have been carefully chosen to be ordinary and unexciting. At dinner, our quartet will circulate from table to table, and fiddle with you.

Your Room:

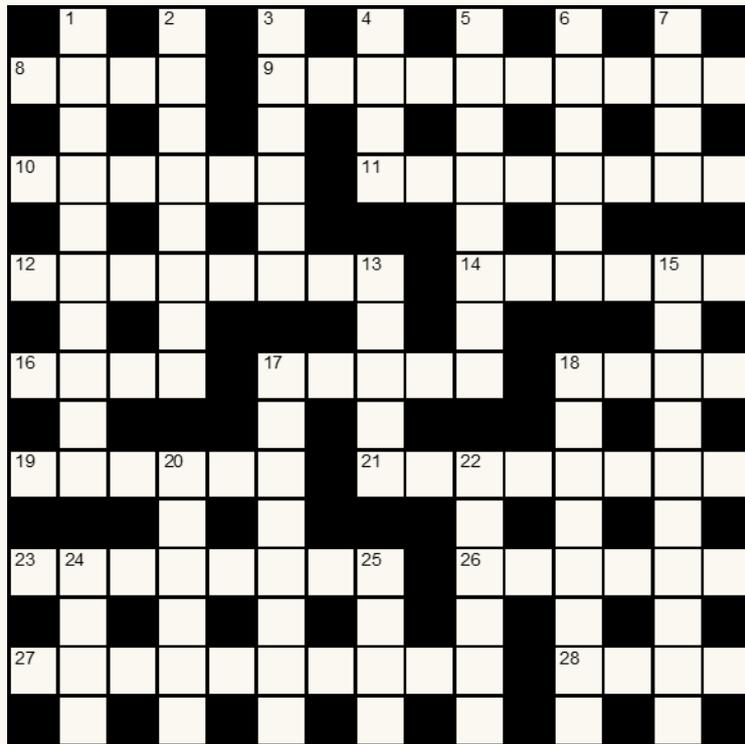
Every room has excellent facilities for your private parts. In winter, every room is on heat. Each room has a balcony offering views of outstanding obscenity ! You will not be disturbed by traffic noise, since the road between the hotel and the lake is used only by pederasts.

Bed:

Your bed has been made in accordance with local tradition. If you have any other ideas please ring for the chambermaid. Please take advantage of her. She will be very pleased to squash your shirts, blouses and underwear. If asked, she will also squeeze your trousers.

Above All:

When you leave us at the end of your holiday, you will have no hope. You will struggle to forget it.



Across	Down
8 Mexican Tortilla (4)	1 Retards speed (5,5)
9 Creates current (10)	2 Codename Bomb (8)
10 Often on ice (6)	3 Copy (6)
11 Awkward (8)	4 Horned Triumph (4)
12 Smash (8)	5 Before birth (8)
14 Score (6)	6 Break down (4)
16 Woodworking tool (4)	7 Hooter (4)
17 Sloping edge (5)	13 Triumph's BL bed mate (5)
18 Faction (4)	15 Rev counter (10)
19 Defective (6)	17 Auction offer (3)
21 Cooling (8)	18 Garden ornaments (8)
23 Made the Prince Henry model (8)	20 Underseal (6)
27 Travel sickness (6)	22 Replaced by 9 Across (6)
28 Atomic number 42 (10)	24 Smallest Particle (4)
29 Spin (4)	25 Assistant (4)
	26 Was to be 2+2 TR7 (4)

Crossword Answers

Across: 8 Wrap, 9 Alternator, 10 Skater, 11 Gangling, 12 Splinter, 14 Twenty, 16 Adze, 17 Bevel, 18 Sect, 19 Flawed, 21 Radia-
tor, 23 Vauxhall, 27 Nausea, 28 Molybdenum, 29 Reel. Down: 1 Brake Pedal, 2 Spitfire, 3 Parrot, 4 Stag, 5 Prenatal, 6 Fail, 7
Horn, 13 Rover, 15 Tachometer, 17 Bid, 18 Statuary, 20 Waxoyl, 22 Dynamo, 24 Atom, 25 Aide, 26 Lynx

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