



Michelotti/Standard Triumph flag badge



Nigel Hardy, who sadly died very recently, pictured here with other members of the Shropshire Group on the Northumbria tour in 2019. He will be greatly missed and our thoughts go out to his wife Jo and his family. Roger remembers Nigel on Page 3



Inter Club Triumph and MG Weekend—Page 5

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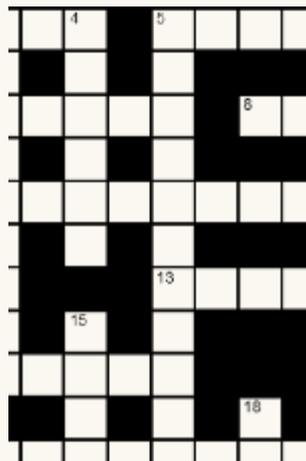
This edition features the Group's Spring 2020 Tour of Derbyshire—delayed until September 2021 because of the Covid pandemic.—Page 7



Alberto Grisoni, our correspondent in Italy, writes about his trip to the Dolomites with his wife Laura in their TR4a—Page 17



Roger's Ramblings on Page 4



Crossword Page 21



Peter Napier describes the completion of his Stag engine rebuild on page 20

**CARS FOR SALE** on Page 22

## 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



OCTOBER	
23-25	TR Trips Tour of East Anglia
NOVEMBER	
6	SHROPSHIRE GROUP'S AUTUMN RUN - TBA
7	London to Brighton Veteran Run
7	Classic Restoration & Spares Market, Stoneleigh—see <a href="http://www.restoeration-show.com">www.restoeration-show.com</a>
12-14	NEC Classic Car Show - TR Register Stand
16	CLUB NIGHT - THE FOX & HOUNDS, WYTHEFORD ROAD, SHAWBURY SY4 4JG
DECEMBER	
5	SHROPSHIRE GROUP'S TURKEY TROT. VISIT TO WESTON PARK CHRISTMAS FAIR. CHRISTMAS LUNCH AT THE FOX & HOUNDS, SHAWBURY
21	NO CLUB NIGHT

### Standard Triumph Picnic.

Practical Classic's Classic Car & Restoration Show scheduled for 26<sup>th</sup> to 28<sup>th</sup> March a 2021 + the NEC has been postponed until 2022. Tickets purchased for March 2021 will be valid for these new dates. A virtual show took place on 27<sup>th</sup> March

Interclub Triumph & MG Weekend (formerly the TR International Weekend) - dates and venues have been set for next year: 19-21 August 2022 - Staffordshire County Showground, Stafford.

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:

23<sup>rd</sup> - 25<sup>th</sup> 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: Ireland - 12<sup>th</sup> - 17<sup>th</sup> June 2022 TRs and Trabants (a tour of Romania) - 3<sup>rd</sup> - 9<sup>th</sup> July 2022 See TR Action 329-pages 64 & 65

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Or visit the Group website at: [www.tr-register.co.uk/group/shropshire](http://www.tr-register.co.uk/group/shropshire)

# Nigel Hardy

Remembered by Roger Critchley



## Nigel Hardy

It is with great sadness that we report the death of Nigel Hardy.

Nigel had been an active member of the Shropshire Group since 2016 when he joined us with his TR5. Subsequently Nigel and his wife, Jo, purchased a TR6 and a TR7. He maintained all of the cars in exceptional condition and they were used regularly at Group runs, events and at shows.

As well as his liking of TRs, Nigel also had a passion for fast Fords and he had owned several of these. Earlier this year he purchased a Ford Cortina MKII estate which he brought to the Weston Park show. He was a true Petrolhead.

Nigel was one of the friendliest people you could hope to meet and was liked by all. He will be sadly missed.

He passed away, suddenly, on Monday 18<sup>th</sup> October whilst he and Jo were returning from a weekend away to celebrate their 40<sup>th</sup> Wedding Anniversary. Our thoughts go out to Jo and the family.



Nigel and Jo in front of their TR6 on the Northumbria Tour 2019

# Roger's Ramblings

Message from our Group Leader



This is another bumper issue which Peter has put together for us and it illustrates that our world is waking up from lockdown.

Much space has been taken with the reporting of The Peak District Tour. This was planned in October 2019 with the intention of it taking place in May 2020. Covid intervened but we were able to finally go ahead last month. The group comprised of 16 cars and 32 people. I will say no more other than we had a fantastic time! Please do read the report.



Another rescheduled event was the Group's AGM. This took place on 17<sup>th</sup> August and you can find the minutes at:

[www.tr-register.co.uk/group/shropshire/social-report/2021/08/1908/Shropshire-Groups-AGM-17th-August-2021](http://www.tr-register.co.uk/group/shropshire/social-report/2021/08/1908/Shropshire-Groups-AGM-17th-August-2021)

Many thanks for re-electing Stuart and myself.

For the past few years Ellesmere College has hosted "Classics at the College". This event raised funds for the Hope House Children's Hospices. Lockdown prevented this year's event taking place, but Whittington Castle was pressed into service for "Classics at the Castle"



on Sunday 1st August. Seven TRs, a Healey 300 and an MG met at the home of Roger and Angela Boxall. Before the run Angela fed us bacon butties and coffee. Excellent! Many thanks.

Our much awaited "Freedom Run" was arranged for Wednesday, 4th August. I was expecting seven cars, however, when we arrived at Battlefield Services, we found we had fourteen waiting. A pleasant surprise- but I had only printed ten route instructions!



The run took us on a circuitous journey to Ellesmere. Unfortunately, a combination of not enough routes and road closures caused a few cars to go alternative ways - but we all arrived in Ellesmere in time for morning coffee at The Boathouse.

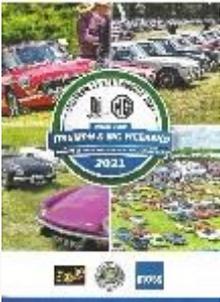
We then meandered through North Shropshire to The Poachers near Chirk for lunch.

No sooner have we overcome lockdown when our activities are being further curtailed by the lack of fuel. I must apologise for cancelling the "Wild Wales Run" but many members were having difficulty in filling their tanks. Other members felt unhappy using the petrol they had whilst knowing that key workers and other needy people were struggling. This run was rescheduled for Wednesday 13th October and 23 cars took part.

Roger

# The Inter Club Triumph & MG Weekend

## Roger Critchley



The traditional TR Register International Weekend has been a very expensive event to run. The Register was usually out of pocket as the cost of hiring a place like the Three Counties Showground in Malvern is very high. Other venues have been tried but I feel that Malvern is the best.



Three Counties Showground

this event.

The Showground is located at the foot of the Malvern Hills which provide the ideal back-drop for

The hills are designated an Area of Outstanding Natural Beauty and provide good walking country.



The Malvern Hills

I have perceived that the number of members camping on the site has diminished over the last few years with many attending for a single day only. The number of families has also reduced - possibly a reflection of the ageing membership.

The Register experimented a couple years ago, at Stratford, with organising a joint event in conjunction with the Triumph Sports Six Club. This was financially more viable, but the venue was far from ideal.

For 2021 the Register joined with both the TSSC and the MG Car Club. This allowed the whole of the Showground to be hired. It also bought "new blood" into the equation as members of our partner clubs have more affordable cars including Heralds and

Z series MGs. Families came in these cars and in quite some numbers. This gave the whole event a buzz which had been missing in recent years. It was good to see youngsters showing an interest in all of the cars as well as just running around being happy. I thoroughly enjoyed it! The best "International" for a long time!

Helen and I arrived on Thursday because our presence was required on Friday morning. Shropshire Group's usual camping area had been allocated for display parking, so we chose another site within easy sprinting distance of the toilets!

The wind was blowing strongly from the Malvern Hills and when we erected our tent, we found that one side collapsed. The only answer was to secure the pole and the associated guys to the wire wheel of my TR6.



Camping opposite was the Peerless and Warwick Register and round the corner was the Leicester Group. We thought we had acquired more than enough space for the Shropshire campers but on Friday it was obvious that we would be swamped.

You will recall that a couple of years ago we purchased an inflatable gazebo to replace our old steel framed one. The reasoning was that it would be much lighter and easier to transport in a TR - and it was. We erected it to retain more space in the "Shropshire Area".

Lighter it may have been but wind resistant it was not. The gazebo spent most of its time on its knees.

All it needs is a modification to the guys so that each inflatable leg has two guys. In the end, to save it further embarrassment, we took it down.



Shropshire campers were:

Ron and Sandra Jones  
Steve & Kath Ditcher  
Nigel and Helen Frost  
Stuart and Diane Heaton  
Ian and Pat Thomas  
Helen and Myself

It was great to see many others of you each day



Helen and I had been drafted in by the Leicester Group to help on the "Bring & Buy" stall. Not only were we dealing with parts from some Triumphs we didn't know but also parts from MGs. This year we saw a lot of TR body panels for sale as well as TR seats. The strict one-way system was effective in prevent items going "missing".

After lunch on Saturday, the TR Register held an Extraordinary General Meeting to

allow members to vote for a change of accounting dates. This was passed.

There was a full programme of events in the Moss Live Arena and time was set aside to pay tribute to Graham Robson.

All models of Triumph and MG cars were catered for. My TR6 was invited into the arena on Saturday along with other six cylinder cars. Neil Revington explained the shortcomings of the TR4A/5/6 chassis whilst extolling the virtues of his improvements.

We did not go to the Disco but sat around chatting. Age?

We wound up the Bring & Buy stall at lunchtime on Sunday having made around £1100.00 for the Air Ambulance.

Home to Shropshire for dinner - and a rest.

Great weekend! More of the same next year at Stafford. Hope to see you there!



## Shropshire Group Peak District Tour 2020 September 2021



This tour was due to happen in May 2019 but having been delayed twice the tour eventually took place between Sunday 12th September and Thursday 16th September 2021.

### SUNDAY 12TH SEPTEMBER



Meet up at Battlefield, Shrewsbury

Members met in stages along a route between Shrewsbury and Buxton where we stayed at The Lee Wood Hotel which is under the Best Western franchise. And a very good hotel it was too!

No mishaps enroute other than Mark's silencer coming adrift on the A53 but that was soon fixed.

Our first stop enroute to Buxton was at the Alsager Golf Club where we enjoyed tea/coffee and cakes organised by Greg Washington whose route it was that we were following.

After leaving the golf club we headed off for Bidulph Grange gardens where we ambled around the beautifully maintained National Trust garden and lunched al fresco on the lawn. A few members stopped off at the folly at Mow Cop on the way.



Al and Nic with Helen at Stop off at Mow Cop  
Bidulph Grange

Before arriving at the hotel, Greg had arranged a stop at Gradbach Mill where members had a choice between taking a tea/coffee break or walking up to Lud's Church.

[Lud's Church is a deep chasm penetrating the Millstone Grit bedrock created by a massive landslip on the hillside above Gradbach, Staffordshire, England. It is located in a wood known as Back Forest, in the Dark Peak,

The walk took about 1/2 hour but was well worth it as Lud's Church is a very interesting and quite an eerie place. It is thought that it may have been used as a secret place by the "Lullards" to worship in the 15th century and may be named after Walter de Ludank who was captured here at one of these meetings.



Lud's Church



Alice stepping into the unknown

There was some degree of worry as we approached 4.30pm when we had been assured that the gates to the car park that we are all parked up in would be closed and one or two of our group had still not arrived back from the walk to Lud's Church.

A search party was sent out with Steve Ditcher went running off to see if he could find the missing walkers. Fortunately everyone was mustered just before the gates were closed and off we all went to Buxton.

Little to say about the rest of the day except to mention the Hotel which we all agreed was very comfortable and the food excellent. Parking took some organising as it was rather haphazard with no designated parking spaces and some of the car park was on a steep slope.



Enjoying lunch at Haddon Hall



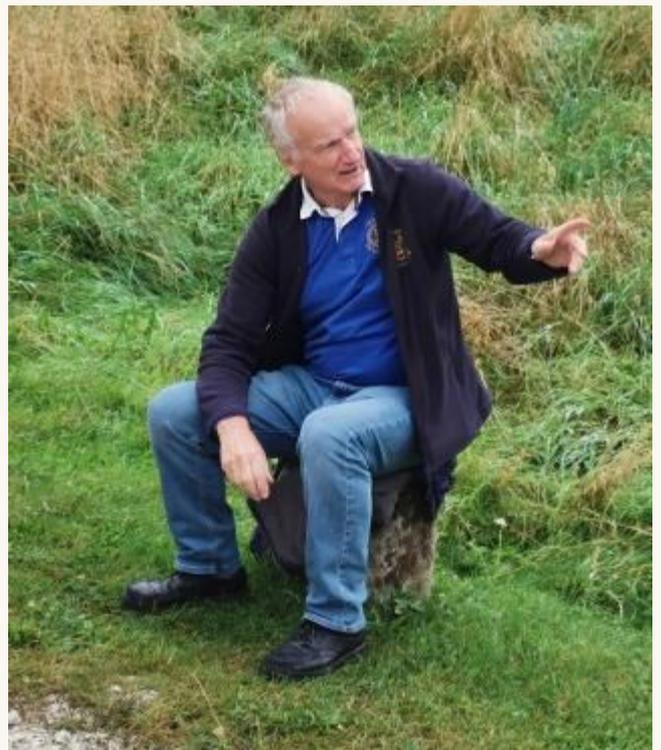
At Gradbach Mill car park

### MONDAY 13th SEPTEMBER

Our first full day and Roger had arranged a visit to Haddon Hall via a scenic route through the beautiful Derbyshire countryside.

Haddon Hall is a fortified medieval manor house with origins in the 11th century, with additions at various stages between the 13th and the 17th.

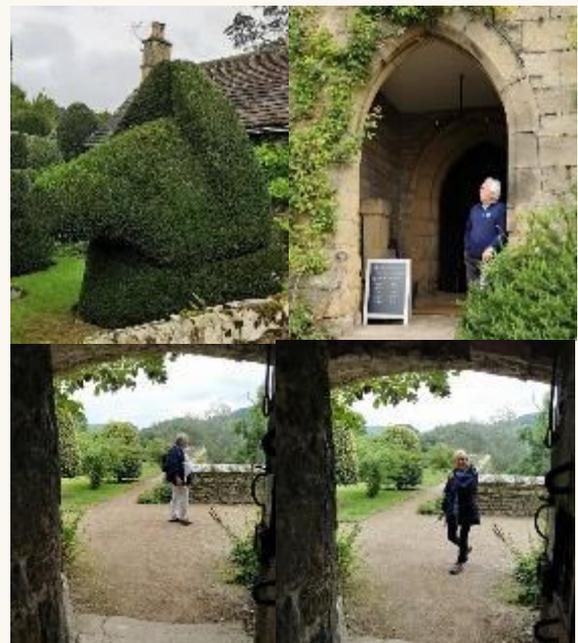
Afterwards, some of the group spent an hour or so in Bakewell and some went directly to Tideswell.



"He went that way"



River Wye with Haddon Hall behind.





Coffee at The George Inn, Tideswell.

Those that went to Tideswell rather than Bakewell had a walk around the very fine church there and then stopped for coffee and cakes at The George before heading off for a circuitous route back to the hotel through the Derbyshire Dales

**TUESDAY 14TH SEPTEMBER**

Tuesday was supposed to be a long run to Holmfirth and to the Carding Shed and the Oil Can Café. The Carding Shed is a commercial classic car restoration garage with a classic car themed café. It is a very interesting place to visit.

Unfortunately, because the drive follows a route over the moors at quite high altitude and because the weather forecast was for rainy and cloudy weather it was decided to call off this route.

Instead an impromptu run was arranged to Lyme Park returning via part of Tuesday's route via The Cat And Fiddle Road between Macclesfield and Buxton stopping off mid afternoon at The Navigation Inn at Bugsworth Basin in Buxworth near Whaley Bridge.



Parked up at Lyme Hall



Look! everyone! Three ~~men in a boat~~ on a bench (or is it the three stooges?). (At Lyme Park).



A few members walked up to "The Cage" where there are splendid views over the Manchester conurbation and beyond.



Photo opportunity on the way out of Lyme Park





Afternoon Tea at The Navigation Inn, Bugsworth Basin, Buxworth.

Bugsworth Canal Basin on the Peak Forest Canal, was once the largest and busiest inland port on the narrow canal system and the only one to survive intact.

The Peak Forest Tramway built in 1795 linked Bugsworth Basin to the limestone and gritstone quarries in Derbyshire, and the canal linked Bugsworth to Manchester and the trans-Pennine canal network.



Outside The Cat and Fiddle pub (claimed to be the "highest" pub in England).

### WEDNESDAY 15TH SEPTEMBER (Greg's Run and Walk) by Peter Napier

Two runs were arranged for the last full day of our tour with members free to choose which to join. Gordon had organised a run taking in Castleton and Greg had organised a run which included two walks one along Dovedale and the other along Manifold Valley.

There was only one taker for Greg's run with myself and Rosanne choosing to join them for what would have been two lovely walks of what turned out to be an interesting day with glorious weather. Pete and Judith decided to join up with the other two cars to Hartington where they were going on a walk and would meet up with the other two cars later in the day. It didn't turn out that way!

The day started off well with lovely weather and with a top down drive through meandering lanes and beautiful limestone dales to Hartington. En-route I wanted to stop to photograph a pub of my mis-spent youth—The Quiet Woman in Earl Sternedale.





Outside The Quiet Woman pub.

In Hartington, the cars parked up beside the village duck pond and portentously outside Hartdale Motors Ltd garage which we were to come back to later in the day!



Hartington

After enjoying a coffee and chat together Greg, Debbie, myself and Rosanne parted company with Pete and Judith and headed off to Dovedale for the first walk of the day.



The drive took us down into a steep valley leading into Milldale at a place called The Pinch. Very picturesque.



Mill and bridge at The Pinch

Having crossed over the hump backed bridge and turned left instead of right at the Y junction the two cars reversed back to change course but had to stop abruptly as a Royal Mail van careered over the bridge.

The abrupt stop was followed by a loud bang on Greg's car and a quick inspection found that the front off side wheel was leaning at a jaunty angle to how it should have been. That was the end of our planned walks.



Debbie and Rosanne look on as Greg tries valiantly to repair his car.

A more beautiful place to break down was hard to imagine. Apart from being in a more than slightly awkward position for other road users it wasn't such a bad place to spend the rest of the day trying to sort out the problem alongside the River

We soon identified that the bolt holding the rear arm of the upper wishbone had parted company with its nut whose thread had stripped clean off.

No problem we found a replacement nut elsewhere on the car where it wouldn't be missed but how to get the bolt back into its hole? That was the difficulty.

Greg and I tried for hours even borrowing a set of crow bars from a builder working nearby. So near yet so far it proved impossible with the bolt tantalisingly close to its hole but ever so not quite.

In the end the decision was taken to call up the repatriation and breakdown service that Greg had via his TR Register insurance. Of course there was no signal where we had broken down and so Greg and I set off in my TR6 to find somewhere to call from.

We first traced our steps back to Hartington and to Hartdale Motors where we explained our predicament and the two men who worked (and probably owned) the garage listened with little expression as to how they would respond.

"Well" said one of the men, "We could have a look at it for you," they confirmed "But you can't expect us to be able to do anything straight away" or words to that effect.

Off we went, Greg called for breakdown recovery and we returned to our passengers who we had left sitting on a wall by the side of the road guarding the TR4a.

Eventually the breakdown lorry arrived—having come from Stoke! Greg decided to whip off the front wing to avoid it getting damaged when the car was put on a breakdown lorry and to give more room to try and fix the problem. Oh how different from when I removed my wings for a post 10 year respray which took me most of a day to get off due to hardened sealer.

Greg's front wing came off in about 15 minutes and only took that long because it held the car radio aerial. Greg's wings have no sealant and the flanges are as good as the day they were first put on! Maybe a lesson there for me when I put mine back on again.



First impressions of Hartdale Motors Ltd were good. A "Woodie" on the inspection pit!

Wondering what that might mean — this week? - next week? I explained that we were due to drive home the next day and asked politely when they might be able to look at the car.

"If you can get the car here we could have a look at it for you this afternoon" we were told. "Great we will arrange for the car to be delivered later in the day."

The breakdown lorry driver tried his best to fix the car but to no avail so off went Debbie, Greg and the TR4a with Rosanne I returning to the hotel. Phil and I then set off for Hartington to pick up the stranded pair.

## WEDNESDAY 15TH SEPTEMBER (Gordon's Run) -by Roger Critchley

On Wednesday, the group split up. As we have just read, Greg & Debbie, Peter & Rosanne and Pete & Judith chose to follow Greg's optional run to Dovedale, the Manifold Valley and the Goyt Valley. Some members elected to visit Chatsworth House and others went in different directions.

The majority embarked on Gordon's run to Edale and Castleton.

Gordon's route took us into the Goyt Valley to cross between the Errwood and the Fernilee Reservoirs. We pulled into the Goyt Valley Car Park to admire the view over the Errwood Reservoir. Unfortunately, the water level was quite low and the boats at the sailing club were left high

A short distance on, we stopped at the Pym Chair Car Park and found a film crew about to set up. The crew would not be drawn on what they were filming but we suspected that it was to do with Tom Cruise's Mission Impossible film which had been shot in Derbyshire over the past few weeks.



The route took us past the Windgather Rocks and into Chapel-en-le-Frith where we did not stop. The road from Chapel to Edale was stunning with views of Mam Tor ahead.

Upon reaching Edale Car Park, the clattering from the offside rear suspension of Roger's TR6 was very pronounced.

An inspection showed that the drop link had broken - the ball had pulled out of its socket and there was no connection between the damper and the swing axle! Richard D strolled up and said "I've got a spare one of those in my boot".



We all know that feeling Roger! Thank goodness for Richard though!

Malcolm piped up and said "I've got an axle stand". Phil and Alan immediately set to work and the droplink was replaced in minutes.



Not surprisingly, the car handled much better after that.

We drove from Edale through Hope to Castleton where we stopped for lunch. Parking was difficult but we all found somewhere. Despite there being many cafés etc, not many were open and most of us bought sandwiches or pies from the baker's and sat in the old Market Square to eat them.

Several of the group walked up to Peveril Castle. This is the ruin of a Norman Fortress dating back to 1176. The views from the castle are extensive.



On leaving Castleton we drove through to the Winnets Pass to Sparrowpit and then on to join the A6 back to Buxton.



Pushing Mark's silencer back onto the exhaust pipe



Can you pass me that spanner please Roger?



Winnets Pass



Castleton

## THURSDAY 16th SEPTEMBER —by Roger Critchley

This was our final day, and everybody checked out of the hotel. The initial plan was for most of us to drive to the Tramway Museum at Crich and spend a few hours there. However, Greg & Debbie and Peter & Rosanne needed to wait until Greg's car was ready for collection. Others had made alternative arrangements for their return journey - some visiting friends, some meeting relatives and those with many miles to cover going straight home.

A depleted party of 6 cars set off from The Lee Wood Hotel. We drove across country through Longnor, Hartington and Wirksworth to Cromford. Here we paused at Cromford Mill. This was built by Richard Arkwright in 1771 as the World's first water-powered cotton spinning mill. It is a Grade 1 listed building and a UNESCO World Heritage Site.

Unfortunately, the road between Cromford and Crich had been closed due to a landslip and we had to drive along the A6 and through Whatstandwell to reach Crich. Crich is the home of the National Tramway Museum. This contains over 60 trams built between 1873 and 1982 and is set in a recreated village containing a working pub, café, old-style sweetshop and tram depots. We were joined here by Malcolm and Jacqui and stayed for several hours. An experience not to be missed!



The journey home was quite straightforward and we arrive back in Shropshire tired but happy.

## THURSDAY 16th SEPTEMBER —by Peter Napier

Next day (Thursday - the day of our return home) the car was fixed and Greg and I headed off to Hartington to pick up the car.

Not only had the garage fixed Greg's wishbone, they even adapted the plate to have two bolt fixings instead of the one and only charge Greg £80 for this turnaround service.



The garage had left the car on an axle stand to allow more room to refit Greg's wing which went back on as quickly as it came off!

Once returned to the Lee Wood Hotel, packed up and ready to go, we set off to do one of the walks that we missed out on Wednesday. We decided to have a walk along the Manifold Valley and have lunch at Wetton Mill before heading off home after another great Shropshire TR Spring/Summer/Autumn Tour.



This relatively rare (perhaps for a reason!) MK2 Cavalier convertible was spotted next to Greg's TR4a at the garage.

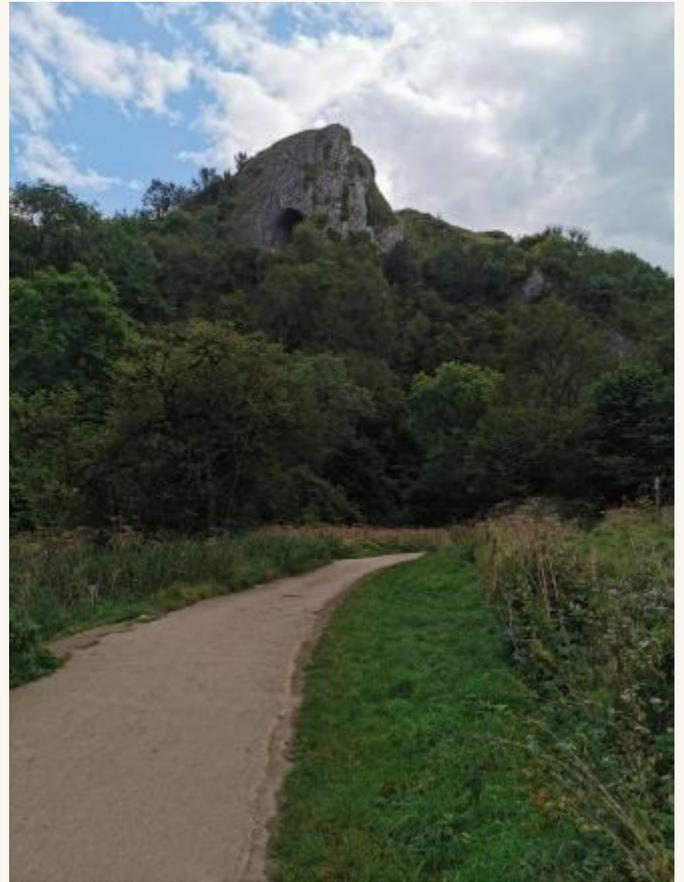
Our run to the Manifold Valley was not without mishaps. Running downhill on a narrow lane at about 50mph, Greg's car took off and then mine as we hit a cattle grid that had been laid level instead of on the slope of the road.

The bang as we hit the grid and the bang which followed as we landed back on the road was very worrying made more so by the fact that my engine stopped and refused to restart. That is until we reset the inertia switch.

A quick inspection beneath the car showed no other issues and we drove on.



Wetton Mill



Leek and Manifold Light Railway track now a trail look towards Thor's Cave.

Thanks to the following for making it such an enjoyable Tour

Chris and Una Appleton—TR4a  
Jeremy and Lizzie Charlton TR3  
Roger & Helen Critchley - TR6  
Phil & Alice Desborough - TR250  
Steve and Cath Ditcher—TR7  
Richard and Chris Dewis—TR6  
Alan & Nic Edwards - TR5  
Pete and Judith Gibbins - TR6  
Graham and Eleanor Goodwin Skoda  
Gordon and Sheena Grant—TR6  
Richard and Hazel Humphreys—TR4a  
Mark and Claudia Larner—TR250  
Malcolm and Carolyn Ling—TR4  
Peter and Rosanne Napier—TR6  
Martin & Sascha Thomas - TR6  
Greg and Debbie Washington —TR4a  
Adrian and Sheena Watney—TR5



### Our Trip to The Dolomites: Cadore area

It happened coming back from a visit to my aunt who lives on the hills overlooking Lake Maggiore. A sudden metallic noise arose from somewhere in the middle of the car.

A quick inspection at the local garage showed that the rear propeller shaft joint had collapsed. What to say: I had them replaced some 20 years and 110,000 miles ago so perhaps not too bad?

The real problem was that it was Friday 6th of August and this is the worst period of the year to have a mechanical problem in Italy. Most of workshops close for summer holidays just in the two middle weeks of the month.

As the day was not completely over, actually it was 5 o' clock in the afternoon, I succeeded to place an order to the Italian branch of Moss ( British Racing Green srl) , which is located near Brescia (where the Mille Miglia starts).

Early the next Monday the two joints ( I replaced both the rear and the front one) had arrived but...the garage was closed . Eventually on day 25th , the car was fixed ready for our week on the Dolomites.

This time we decided to visit the area called Cadore, which most famous town is Cortina d' Ampezzo. My wife's family originates from nearby but she never spent an holiday there.

All this area has been historically shared by the Republic of Venice, Austria and eventually, after World War I, Italy. Every century they change nationality.



It's importance for Venice was due to the huge conifer woods: the highest pine trees were used to make the masts of their vessels. People are very proud of their Ladin origin and of their language which they share with many other valleys in the Dolomites and in Switzerland.

Ladin is actually the fourth Swiss language, together with German, French and Italian. Again, same as for the Walser in Valsesia, in the north of Italy we find some populations speaking a language which is not Italian and with their own culture.



We settled at Hotel Centrale in Auronzo di Cadore. A good choice, as Auronzo is near Lago di Misurina, the famous Dolmitic Group called Tre Cime di Lavaredo, Cortina d' Ampezzo, the Valle di Sesto and is near to many Alpine Passes, most of them famous because of " Giro d' Italia" on bicycle.

The border between Ladin and German speaking populations runs on the edge of these beautiful mountains and is generally coincident

with the eighteen century border between the Republic of Venice and the Austrian Empire.

The top of the mountain, Monte Piana, is a real paradise and with the dimensions of a football field, was the theatre of one of the silliest battle of WW1 between Italy and Austria.

The two armies were located on the top of the mountain, divided in the middle by barbed wire. All around dizzying vertical walls of thousands of feet, to be climbed every time they needed to go up or down.

Temperature in winter drops here to -30 F while snow and frozen rocks for the half of the year complete the scenario. The weapons were howitzers, machine guns, cannons and flamethrowers.

The battle went on, without winners or losers for more than two years and caused 14,000 deaths. Eventually, in 1917, this mountain became a secondary target and everybody went

while month June is at risk because of the rain and after September you could find the first snow . Petrol consumption was 36 mpg, oil consumption negligible.



away.

Now, in the alpine refuges , Italians and Austrians drink beer together, aware of the madness of the war. An open-air war museum was then created 40 years ago by an Austrian colonel, helped by the Italian Alpine troops.

All in all we were blessed by fantastic weather and crossed 10 Passes of which I am attaching some photographs, all of them over the 6,600 feet.

We also walked a lot, many times starting from the top of these Passes, reached in the TR. Should some reader decide to go there for holidays, I recommend to avoid months July and August because this area is overcrowded while the month of June is a risk because of the rain/

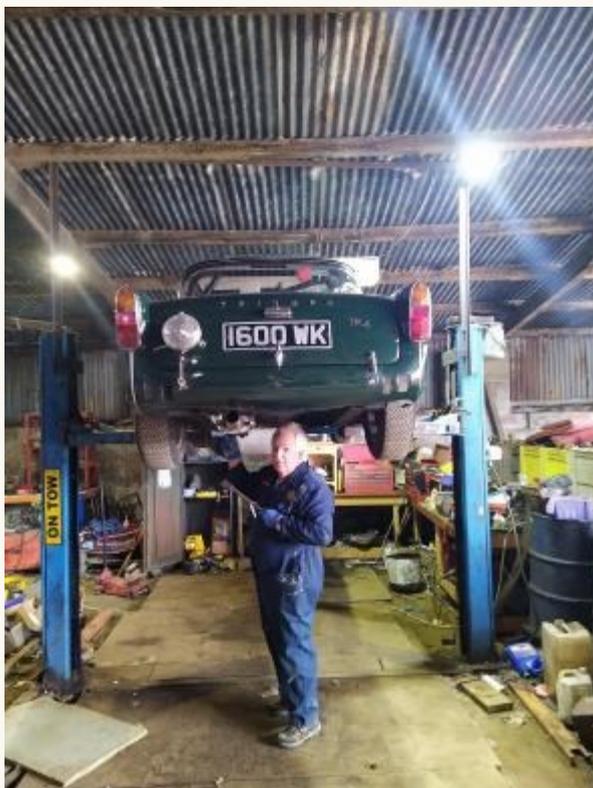
# Member's Photos



Malcolm Ling and Richard Fisher marshalling on the Tour of Cheshire 2021



Malcolm Ling photos on Drive it Day. Note sure where these are?



Anthony Beddoes photo of Malcolm Ling fixing the exhaust on his TR4 at Grafton's garage in preparation for the Three Castles Rally

## Member's Projects



Since the last update of works to my Stag, the engine has been rebuilt and is now back in the car.



Whilst the engine was out of the car I took the opportunity of fitting tubular exhaust manifolds. I also fitted a twin choke Weber conversion which



not only improves performance but it also makes access to the cam covers easier which for reasons explained below was a bonus!

I followed the workshop manual to the letter and thankfully the engine started easily at the first attempt.

Oil pressure is now up to 45psi at 3,000 rpm when cold and about 35-40psi when hot. This is a quite a lot higher than before the rebuild probably as a result of having new main bearing and big end shells.

On first trip out the oil pressure dropped to about 10psi so I crept back to the garage and I changed the oil filter and the pressure leapt back

to 45psi. I have a spin on filter and I opened this up to find that the filter was blocked with really fine gunk probably remaining from the rebuild although I am struggling to think why that may be.

It could be that after cleaning with paraffin and brake cleaner, all the grit and abrasive that had got into the engine had been removed from all accessible parts and flushed out from inaccessible parts leaving a very fine residue on the passage way walls.

The spin on filter that I have been using and which was recommended by Rimmers with the conversion kit was a small filter. This may be OK when the oil is clean and changed frequently but it is only about 50mm deep whereas the original cannister filter is about 100mm.

Larger spin on filters are available and I will probably fit one of these later but for the time being I have refitted the original cannister and paper filter so that I can easily check for any further filtered gunk when I next do an oil change.



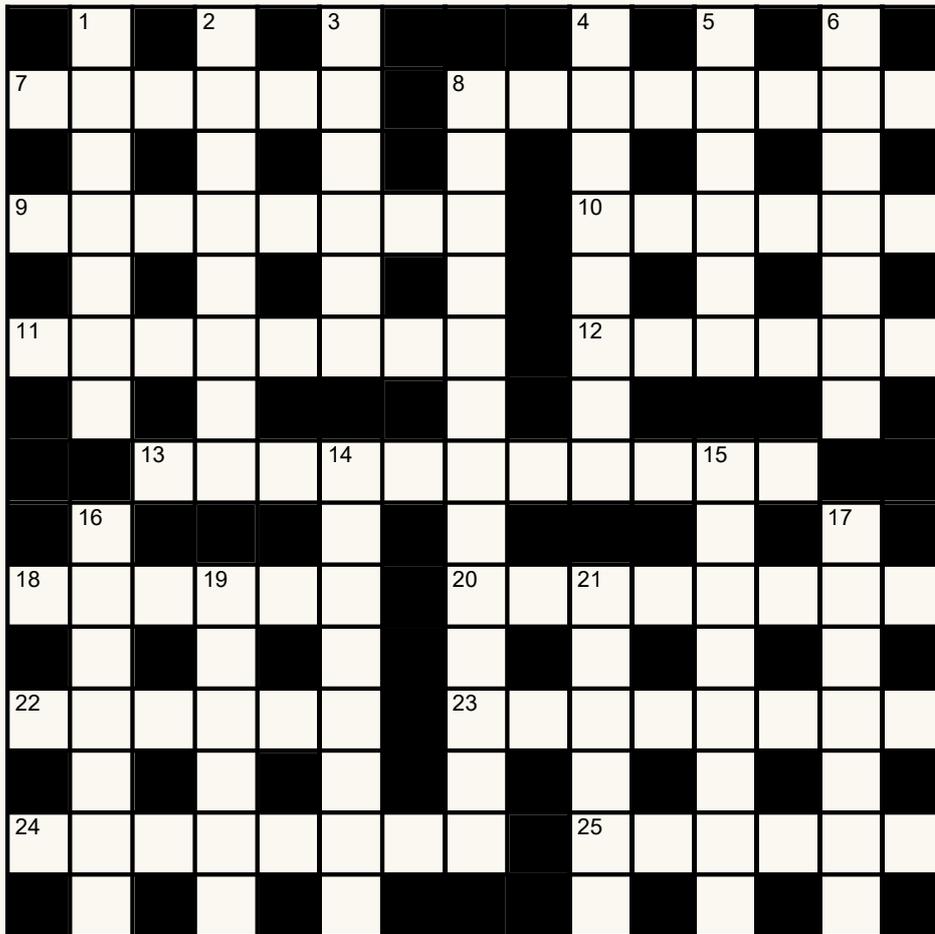
The other issue that I have is tappety ticking from the right hand head which is the head that was affected by the abrasive from the powder coating process that had been trapped in the fire trap.

I have removed the cam shaft and followers fitted new shims to reset the valve clearances which appears to have improved the situation although the clearances are such that I may need to tweak these.



# Crossword

Roger's Critchword



## Across

- 7 Back out (6)
- 8 Prayer (4,4)
- 9 Delivers fuel (8)
- 10 Formerly SS (6)
- 11 A hornets' nest? (8)
- 12 Not talk (6)
- 13 Indicator (7,4)
- 18 Michelotti gem (6)
- 20 "Nipple pink" (factory slang) (8)
- 22 Medical-check (6)
- 23 Covertly (8)
- 24 Number of copies (5,3)
- 25 Culmination (6)

## Down

- 1 French volcanic island (7)
- 2 About turn (8)
- 3 Edible seed (6)
- 4 A marshal art (8)
- 5 Electronic recording device (6)
- 6 Mistake (7)
- 8 Mr Tractor (5,8)
- 14 Made the "Flying" range pre-WWII (8)
- 15 "Nudge, nudge - Wink, wink" (8)
- 16 Cook quickly (4,3)
- 17 Ten chains (7)
- 19 TRS Prototype (2,4)
- 21 Depresses valves (6)

Answers on the next page

## Cars For Sale



We have been advised of a number of cars for sale this month. These are:

**Paul Stephens TR4A.** Paul says:

"We bought our TR4a a couple of years ago to attend and do some touring. Unfortunately the pandemic and a close family tragedy means this is no longer going to happen and the car will be up for sale.

Prior to marketing I am forwarding some info just in case any members are looking for such a car.

A 1967 UK car the TR was subject to a full rebuild circa 2010 with upgrades including leather MX5 seats, wire wheels, walnut dash etc. Photos attached.

It is located in All Stretton and a figure around £20k would enable us to recoup our investment."



**Please contact Paul on 07837 322172**

**Nick Beaumont, of Staffs & Warwick Group, TR3A**

Nick says: "1959 Signal Red Triumph TR3A. 2.2L, O/D, wires and S/S exhaust.

I have owned this car since 1992 when a partial restoration was undertaken, it has had almost no use since 2007 and the mileage from the May 2011 MOT shows that it has done just 680 miles since.

I have been slowly recommissioning the car since 2018 and it's 95% complete. The car is road worthy and I recently drove about 25 miles. There are a small number of jobs which would need to be done over the winter to complete the job.

We are moving to Wales in 2 weeks and I will struggle to find space to fit the car in, so would rather sell it now. Work to date:

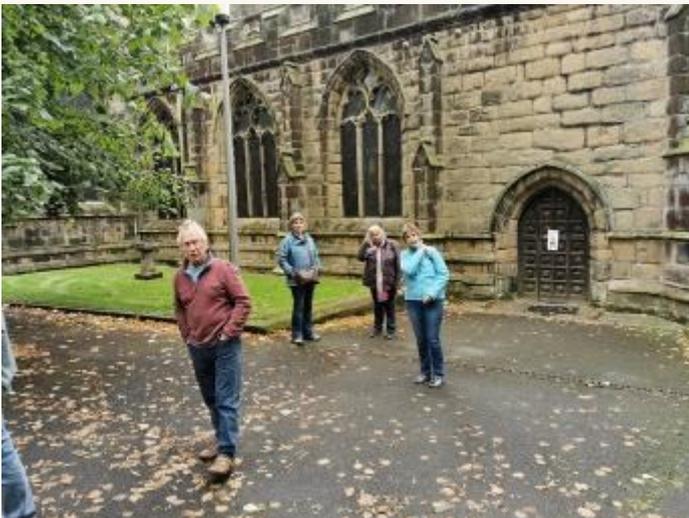
- New electronic ignition, coil, plugs and leads, dynamo and regulator
- New fuel pump, reconditioned carbs (including spindles) and fuel tank
- Reconditioned cylinder head with new valves, springs, manifold studs etc
- New deep pile carpet with re-trimmed interior
- New temperature gauge

£18K or near offer

If you would like to discuss anything **please call me, Nick, on 01889 500616 or 07544 827185** (very intermittent network coverage when at home!) - Located near Rugeley"

**ALSO:- TR4A & 2 x TR2 at The Forge, Prees see: [www.theforgeprees.com](http://www.theforgeprees.com)**

# More Photos from Peak District Tour





Answers:

Across

7 Renege, 2 Hail Mary, 9 Injector, 10 Jaguar, 11 Wolseley, 12 Torque, 13 Flasher Unit, 18 Italia, 20 Geranium, 22 Premed, 23 Secretly, 24 Print Run, 23 Ending

Down

1 Reunion, 2 Reversal, 3 Lentil, 4 Jiu-jitsu, 5 Imager, 6 Erratum, 8 Harry Ferguson, 14 Standard, 15 Innendo, 16 Stir Fry, 17 Furlong, 19 Le Mans, 21 Rocker