

A TR in Italy

Alberto Grisoni



[Alberto writes to us from Italy—my sincere apologies for the delay in publishing this piece which Alberto sent to me ages ago. For those that don't know Alberto, a group of us visited Alberto and his wife Laura when we took our TRs to Italy and stayed for a week near his home on Lago Maggiore (see TRT Ed 2). Lucky them! How I wish we could drive there again. Maybe we will?? - PN]

Here we are again! Your correspondent from Italy is ready to share some adventures with you.

A few years ago while driving my TR4A, I saw a beige TR3 driving onto the main road a few miles from my house. He was leaving a private drive of a villa at the edge of the lake.

A quick hand salute and the curiosity arose in my mind: who is this gentleman? My question had an answer when I was invited to a carnival feast. The landlord introduced me to one of his good friends who shares with me the passion for old cars. The mystery was then solved: that gentleman, Alberto, same as my name, was a surgeon and lived with his family near Milan.

They are also the owners of the villa near me, on the shores of Lago Maggiore.



They keep their cars in a building next to the factory, which is now run by his wife and his son. Nearly thirty beautifully restored models to the highest standards. The oldest one is an Oldsmobile of 1902 on which he also took part to a London-Brighton run, then there is a Ferrari 250 Berlinetta, a few Jaguars (E-Type, MKII...) an Austin Healey 3000, a racing Fiat of the '30s, a Lancia HF Rally, many Rolls Royce of different ages and the beige TR3. Not bad!

New year arrived and our local classic cars club organized a run called: "Looking for snow". We took part in it and eventually we met the snow in Valsesia, a valley at the feet of Monte Rosa.



Alberto inherited a superb collection of cars from his late father-in-law, an important industrialist. Since then, we have met several times, also because our wives have become friends, but only last November we were able to visit his collection.



In the morning the sky was dark but, as we were accustomed to the extreme draught of last year, we didn't care. Snow arrived after lunch and it was heavy! No problems for the cars though, as the roads were well covered with salt, which, on the other hand, caused hard work at home to try and wash it away from underneath the TR.

We returned to Valsesia in March with our friends Beppe and Anna, in their red TR3. This time we walked up to a group of old mountain cabins. No snow, dry and sunny. The TRs were in perfect condition and we enjoyed a glorious day in the near Alps with our cars.

Back in last November, while sitting in my Tr4 and waiting for my wife to finish her shopping in town, I was approached by a gentleman, Rudy, who turned out to be the owner of a blue Alpine Renault A110 and is living in a villa overlooking the lake, just three miles from my house.



A friendship was then born, between us, our wives and our cars. We decided to meet in the snow going up to Riale, Valle Formazza, where Peter and Rosanne Napier, Gordon and Sheena Grant, Phil and Alice Desborough and Alan and Nic Edwards had been with us five years ago in their TRs.

I am enclosing a picture, which is better than any words. I will just add that the polenta (the north Italian/ alpine dish based on milled corn) with venison stew was superb and reasonably priced.



Rudy was not a member of ASI, the Italian Classic Cars National Club, while I have always been a member of the local branch (Province of Novara). This allows us to have many tax breaks, concessions, insurance reduction and enter the national register of old cars, as long as they are in strict original condition.

This is not easy, as the subscription is quite high but, if you can afford this, the value of the car increases and in case of an accident the insurance reimburses quite a lot more. You also receive the monthly magazine, "La Manovella" (the Hand Crank) which is very good.

For the above reasons Rudy applied to become a member of the Club and so we joined a group of 30 members for a journey of four days in France, on the Route des Grands Alpes, just the other side of the border with our Region.

Weather was not good. We faced four days of intermittent rain and some snow but, nevertheless, we were able to cross nearly all the programmed



passes and to spend four days talking of cars, while our wives in the evenings, led by mine, organised a card tournament.

Well, this is more or less all for the moment. Now the weather has changed and we are facing a rainy and cold month of May but, after the past the breeze this is a blessing!



In June we will spend a couple of days in Valle d'Aosta, in the alpine National Park of Gran Paradiso: me and my wife Laura in our white TR4A, Beppe and Anna in their red TR3 and Rudi with his wife Tiziana in their impressive blue Alpine-Renault A110; the cars have the three colours of the French flag in honour of Vallée d' Aoste..., which is an Italian region but where people speak French. This last tour will be the tale of next article!

Random Run to Shobden Airfield

Wednesday 21st June 2023 — Peter Napier



Greg Washington took his Riley Continental to Shobden Airfield on Wednesday 21st June 2023 accompanied by friends in a (very slow) Austin 7.

Peter Napier, Roger Critchley and Phil Desborough took the opportunity for a 'random run' when they heard that 16 or so vintage aircraft from the de Havilland Moth Club's 2023 Vintage Air Tour were to fly in and then later fly out.

One by one and in some cases in twos the planes circled the airfield and almost literally dropped onto the runway and taxied to a line on the other side of the fence between the car park and the airfield. All this and it didn't cost us a penny to get in.

Lunch at the café proved too much for some with helpings that were generous in the extreme. It would make an ideal destination or lunch stop for a run in the south of our area.



The planes were enroute from Enstone to Husbands Bosworth and were stopping in Shobden to lunch and refuel.



It was a beautiful day and the drive down in my Stag and Roger's TR6 was glorious. We are so lucky to live in the Welsh Marches being an area of quiet roads and wonderful scenery. There cannot be many places in the UK where we can take a stage west and pretty well see no other traffic to speak of.



Three TRs and an Audi and TVR to Dorset— June/July 2023 — Peter Napier



Having recently seen on TV a piece about the Swanage Railway in Dorset which passes by Corfe Castle and which is somewhere I have always wanted to visit, Alan Edwards thought it would make a good and impromptu destination for a short "Al's Tour".

So, on Friday 30th June we joined Alan and Nic Edwards and Phil and Alice Desborough in their TR5s and Martin and Sascha Thomas in their Audi TT and had a leisurely but wet drive down to Blandford Forum

where we were staying.

Enroute to Dorset we stopped for some lunch in rainy Tintern.



The first thing to say about Dorset never having visited it before is that there are some amazing places to visit but the roads to get to see them are really busy. It would probably not make a good TR Tour destination.

On the Saturday we met up with friends John and Lisa in their TVR and set off to visit Corfe Castle and the railway. This turned out to be a wonderful day. The castle is awesome. Oliver Cromwell certainly did his best to ruin a perfectly good tourist destination by slighting the castle.



He made such a good job of doing this that whole sections of solid walls and towers have been physically moved 2 metres or more without actually collapsing and other sections have toppled and so the site is a total ruin.

Croft Castle doesn't disappoint. The village is very pretty and the castle ruins are spectacular.



As a bonus, there is a heritage steam railway running past the castle which runs to nearby coastal town of Swanage which is where we went after the castle.

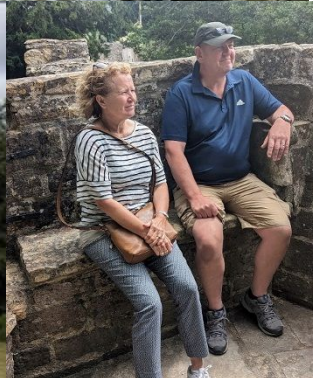


Swanage is a popular holiday destination but there isn't a great deal of interest other than the railway and the sea. We lunched here and grabbed a 1960s DMU (diesel multiple unit) back to Corfe Castle.

A great day out. and the weather was very kind considering the day before was so rainy.



On Sunday we ended up at Sherborne Castle and Nursery. The house is connected to Sir Walter Raleigh (reliably informed by the guide that his name is pronounced Rawley!).



In the evening we ate in a local pub full of military helmets and uniforms and with a good but very loud brass band playing outside.



On Monday we visited an amazing Italianate and woodland garden at Compton Acre in Poole. This is a relatively modern garden developed in the 1930s when the area was little more than bleak moorland but which is now fully urbanised.



Tuesday was making for home day—for some! We said our goodbyes to Martin and Sascha and off we went.

I noticed after leaving the holiday cottage that I was running low on fuel. Not such that I needed to panic but the car would need filling up before too long.

However, as we journeyed on towards Yeovil and the Haynes Motor Museum, which was to be one of our stops on the way back to Shropshire, I noticed that the fuel gauge was getting rather close to zero and Rosanne said she could smell petrol.

Then the car ground to a halt fortunately in a very convenient place. There is nothing quite so scary as breaking down on a bend on a narrow and busy Herefordshire A road!

It soon became apparent what was causing the problem.

them we had run out of fuel not knowing at that precise moment what the cause was. Phil was near to a petrol station and acquired two petrol cans and two gallons of E5.

When Alan and Phil tracked back and found us, fortunately for us Phil had a selection of hoses in his boot (now there's a surprise—not!). It didn't take long and we were on our way to the garage to fill up.



We duly arrived at Haynes Motor Museum where it was absolutely tipping it down. I lifted my bonnet lid to see if all was well with the repair which it was but whilst fiddling with the hose to make sure that it wasn't leaking I found another leak. This time it was coming from the spill pipe—the pipe that returns unused petrol to the tank.

Before tackling this new problem we visited the museum.



The hose connecting the copper petrol pipe from the fuel pump consisted of a length of braided pipe with a push fit connection to the metering unit and pushed over the flared end of the copper pipe and

retained with Jubilee clips.



The photo on the left is what the pipe should have been with threaded

connections.

The pipe was so long that it bent around and was rubbing against the bodywork of the car and had eventually worn through and petrol was spraying out of the house. This is what Rosanne could smell.

Fortunately we were with Alan Edwards and Phil Desborough who were both in front and hadn't realised we were in trouble. We phoned ahead and told





Enter Phil and Alan again. No problem we will soon fix that. Cut off the split end and push it back onto the metering unit was the plan.

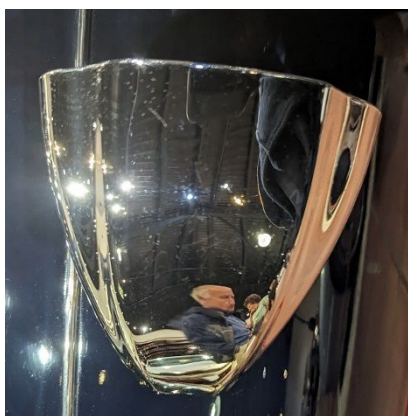
At this point even with the use of an umbrella (me holding it as being of little use at this point), we were getting drenched in the rain that continued to tumble down in what seemed like bucket loads.

It should have been a simple matter of cutting the spilt in the pipe and pushing it back onto the push fit connector on the metering unit.

No such luck. The pipe is a hard plastic and to get it to fit we would need to have access to heat to soften the plastic which we didn't have. After a long time trying we had to admit defeat and so Alan folded over the pipe sealed the outlet and I started the engine.

The car drove well all the way to the motorway where we had about 20—30 miles before we would be coming off. Just before Bristol I sensed something wasn't right so we pulled off and Phil tightened the connections which we thought may be causing the engine to lose power.

We rejoined the motorway only to find that this hadn't fixed the problem and driving at about 70mph the car started to lose power until we had to pull onto the hard shoulder.



This was one of the scariest occasions we have had as a breakdown. The traffic was fast and constant. The noise was almost unbearable. And it was still raining. Phoning the AA was a nightmare because the noise was so intense that it was difficult to hear or be heard.

In addition the phone reception was awful. Eventually, after a couple of hours standing in the rain trying to muster up some optimism such as "well that's one more issue that we can sort and tick off the list of things which (hopefully) won't fail again!" the transporter arrived and we soon found ourselves on the car park at Gordano Services.



After another hour and a half wait in Starbucks this time, a young and enthusiastic AA man arrived. Rubbing his hands and saying how much he likes these kinds of breakdowns. Thanks I said, we must try it again next time we are in the Bristol area.



I explained everything to the AA man and he went to his van and came back with a 20p plastic straight hose connector, released the folded pipe and removed the sealed off union and proceeded to rejoin the spill pipe to the metering unit.



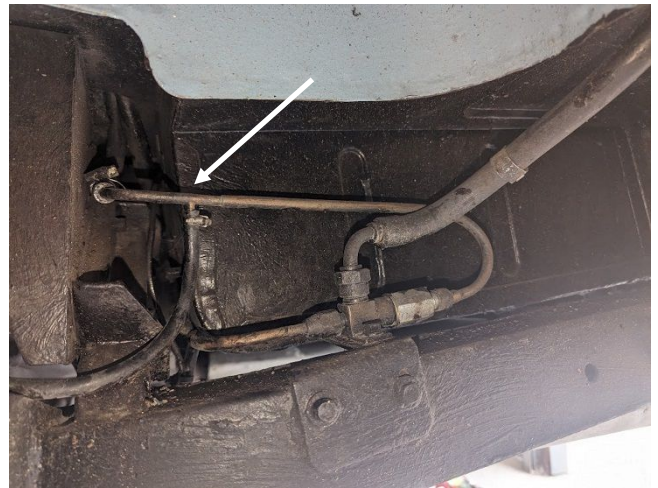
The whole procedure took about 20 minutes after which the engine fired into life, we went on a non motorway test drive and we set off for home in the rain.

We were so tired by this time that we headed for Tintern and booked into a hotel for the night and the next day we drove all the way home with the roof down.

The following day I discussed the issue with Neil Ferguson and he told me that isolating the spill pipe was a get you home measure which almost fulfilled its intended purpose. However, by doing so it would have the effect of enriching the mixture which as we with fuel inject cars all know the engine doesn't like at all!

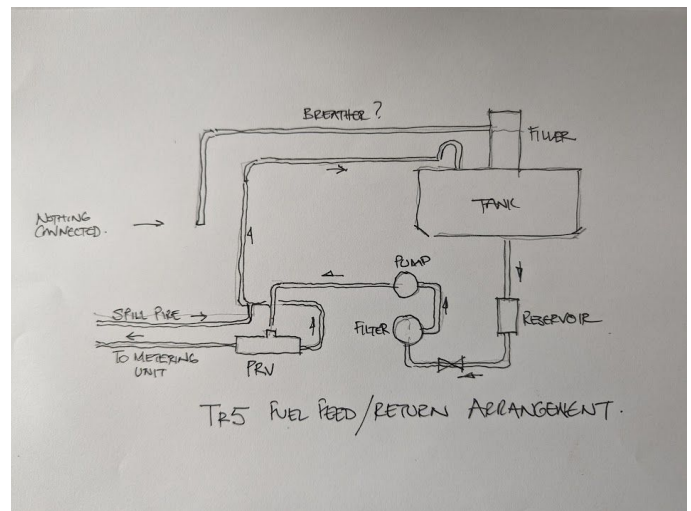
We also discovered whilst trying to fix the car that there was pressure in the spill pipe which there shouldn't be.

The cause of this is apparent from the attached photo. and graphic.



The photo above shows the pressure regulating valve with the fuel from the pump entering on the top, feed to the metering unit on the left and the pressure relief by pass back to the tank on the right.

The white arrow is where the spill pipe was connected to the return pipe from the PRV. In effect if there is any pressure from the PRV return to the tank then the spill pipe will also be pressurised. This could affect the performance of the metering unit.



I have now diverted the spill pipe directly into the tank via an existing rubber pipe (marked "breather" in this diagram but which is not actually a breather) and I have replaced Alan and Phil's leaky pipe repair with the proper threaded high pressure connecting pipe.

Classic Car Festival Stiperstones Run to Shrewsbury Classic Car Festival 9th July 2023

- Roger Critchley



The Shrewsbury Classic Car Festival has been a regular event in our calendar for a few years now. From a handful of cars gathered at the side of Longden Village Hall it has grown to be a major Shropshire occasion.

The festival is held in aid of Severn Hospice and this year it was dedicated to Duncan Page, a prominent local motor engineer, who passed away in February. Duncan was a joint founder of the event and everybody's friend.

We had set up our stand, including our inflatable gazebo, the day before. Overnight there was rain and strong winds. It was with relief, the next morning, that we found the gazebo still standing - and where we had left it!

Five cars met at Sainsbury's in Shrewsbury for a short 28 mile run to the showground.

Our route took us through the villages of Hanwood and Pontesbury and up the Hope Valley to the tiny hamlet of Shelve. The weather was sunny and our drive over The Stiperstones to Bridges, in the River East Onny valley, rewarded us with glorious views. We then turned North to follow the road through Pulverbatch to Longden.



On our arrival at the show, we found four club cars, a TR3A, a TR4, a TR250 and a TR6 waiting for us. Later we were joined by new member, Ceri Adamson in her TR3A (running on aero screens). It was good to meet Ceri on her first outing with the Group. Martin and Helen Davies came along in their Poseidon Green TR7. There was an identical model in the showground.

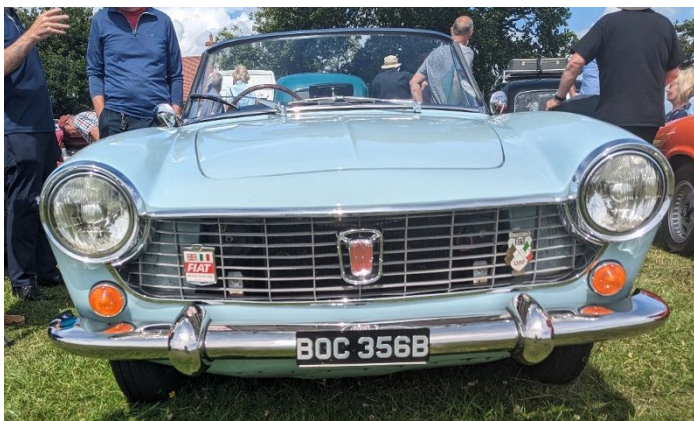
We met up with Peter and Judy Davies of the Birmingham Group in their TR6 and Neil Arnold in a TR6 "borrowed" from his father. We hope to see Peter, Judy and Neil joining in with the Shropshire Group in the future.

A very friendly show! We had a good time until 3pm



Gordon and Sheena with their daughter and family.





Technical Matters

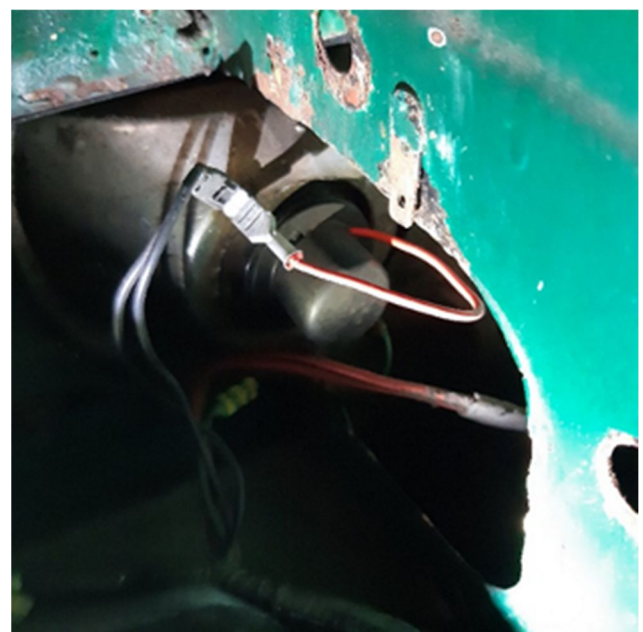
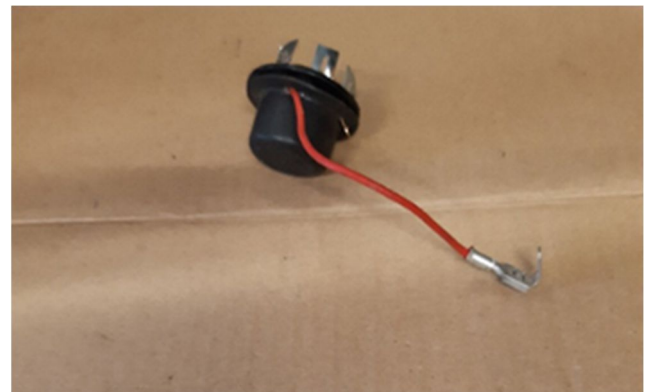
Rear Indicators—Robin Jeavons



Getting somewhat fed up with having to periodically manipulate the rear indicator housings to have them work, I came up with this solution.

It is possible to feed a thin earth wire (apologies, could only find some red) through the rubber top hat. A strategically placed small amount of solder on the copper earth strip avoids the silver insert and the diameter of the bulb. Making re-assembly easy.

A female spade connector is soldered to the other end and via a double male connector mounted on the rear indicator, connected to the vehicle's earth system.



WHAT'S ON

July—September 2023



JULY	
1/7	Llangollen Railway Classic Transport Weekend - to 2/7 see: Classic Transport Weekend Llangollen Railway (llangollen-railway.co.uk)
2/7	Vintage Meeting, Shelsley Walsh Hill Climb, Worcester
8/7	Interclub Hill Climb, Loton Park, Shrewsbury
8/7	TR8 Day at The British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 OBJ See: TR8 Day at the British Motor Museum (tr-register.co.uk)
9/7	BMC and British Leyland Day, British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 OBJ. See: The TR Register is invited to the BMC & British Leyland Show, Gaydon (tr-register.co.uk)
9/7	British Grand Prix, Silverstone
9/7	Walsall Arboretum Classic Motor Show see: More Info Walsall Arboretum – Classic Motor Events
9/7	Shrewsbury Classic Car Festival, Longden, Shrewsbury - Club run and stand Details TBA
13/7	Goodwood Festival of Speed to 16/7
13/7	Rotary Wheels, Spurley Brook Farm, Ellenhall, ST21 6JQ
14/7	Anything Goes Car Show, Hampton Heath, Malpas, SY14
15/7	Oswestry Vintage & Classic Transport Festival, British Iron Works, Oswestry
16/7	Sherborne Classic & Supercars, Sherborn Castle, Dorset. Free entry for Triumph cars. Need to pre-register at EmailMe Form - FREE ENTRY TO A SPECIAL TRIUMPH DISPLAY
16/7	100 Years of Triumph, Great British Car Journey, Derwent Works Ambergate Derbyshire DE56 2HE. See: 100 Year of Triumph (tr-register.co.uk)
16/7	ShACC Open Meeting, Eaton Manor, Church Stretton. 11am to 3pm. Take picnic lunch
18/7	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
22/7	Classic Nostalgia, Shelsley Walsh Hill Climb, Worcester - to 23/7. Possible Group run on 23/7. Details TBA
23/7	Wem Vehicles of Interest Show, Wem. Contact Roger Boxall - rogerjboxall@gmail.com
23/7	Stretton Hills Classic Car Show, Leebotwood, Church Stretton, Shropshire SY6 6LU - from 11am. For more details visit Stretton Hills Classic Vehicle Show Facebook page and click on "interested or going"
27/7	Shropshire Group's Late July Run. Details TBA
29/7	Oulton Park Gold Cup weekend - to 30/7
30/7	Cheshire Cat Pubs' Car Club Meet - Mainwaring Arms, Whitmore, Newcastle-under-Lyme
30/7	Audlem Festival of Transport, See: ASET - Festival of Transport (audlem-aset.org)
30/7	Knighton Historic Vehicle Club Annual Car Show at Ludlow Farm Shop from 10am. Exhibitors to be in place by 09:30 and leave after 15:30
AUGUST	
5/8	Interclub Meeting, Loton Park Hill Climb Alberbury, Shrewsbury to 6/8
5/8	Morning Car Meet, British ironworks, Oswestry
6/8	Cuan Wildlife Rescue Classic Vehicle and Craft Fair, Cuan Wildlife Rescue, Stretton Road, Much Wenlock TF13 6DD. Entry £2.50. To display contact: fundraisingcwr@gmail.com
8/8	Shropshire Group visit to Westwood House Garden, Oldbury, Bridgnorth followed by early evening meal in the carvery at The Punch Bowl Inn, Bridgnorth. Details TBA
10/8	RAF Shawbury's Families' Day - Shropshire Group Display
11/8	Triumph TR @ 70, Bath & West Showground, Shepton Mallet, Somerset. For details see TR Register's web site. Tickets now available.

12/8	Severn Valley Railway Vintage Transport Extravaganza - to 13/8
12/8	Championship Challenge, Shelsley Walsh Hill Climb, Worcester inc TR class- to 13/8
15/8	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
17/8	Cars in the Valley, Shelsley Walsh Hill Climb, Worcester
19/8	Minsterley Show, Lea Cross, Shrewsbury, SY5 8HX
19/8	Passion for Power, Tatton Park, Cheshire to 20/8
20/8	Eaton Manor Classic Vehicle Day at Ticklerton Village Hall in aid of Macmillan Cancer Support. Pre-register attendance at Vehicle Registration for Classic Vehicle Day at Ticklerton Village Hall Tickets, Sun 20 Aug 2023 at 10:00 Eventbrite Suggested donation £5 per car
25/8	Silverstone Festival (formerly Silverstone Classic Weekend), Silverstone - to 27/8. See: TR Register Members can book discounted tickets for Silverstone Festival 2023 (tr-register.co.uk).
26/8	TR Trip - The Brugge Classic Tour. Contact Jonathan Bowles - ontour@mail.com
26/8	Interclub Meeting, Loton Park Hill Climb Alberbury, Shrewsbury to 27/8
27/8	Cheshire Cat Pubs' Car Club Meet - Cholmondeley Arms, Cholmondeley, Malpas
27/8	Shrewsbury Steam Rally, Onslow Park, Shrewsbury - to 28/8
TBA	Shropshire Group Run
TBA	Stoke-on-Tern Village Show near Market Drayton. 09:30 on. TF9 2DU. Craft, Classic Cars & Bikes.
SEPTEMBER	
1/9	TR UK European Meeting, Chesford Grange Hotel, Kenilworth, Warwickshire to 4/9 4/9 to 8/9 at The Metropole Hotel, Llandrindod Wells, Powys.
2/9	International Auto Jumble, Beaulieu, Hampshire to 3/9
3/9	TR UK European Meeting visits the British Motor Museum, Gaydon, Warwickshire. All TR Register members welcome.
4/9	TR Coast to Coast Run. Contact Paul Hogan - 1953paulhogan@gmail.com
8/9	Goodwood Revival, Goodwood, Surrey - to 10/9
9/9	Vintage Sports Car Club, Loton Park Hill Climb Alberbury, Shrewsbury -to 10/9
9/9	Or 10/9 Run and Visit to The Coleham Pumping Station Steam & Vintage Machinery Museum, Shrewsbury.
9/9	Hanwood Vehicles of Interest Show & Family Fun Day, Hanwood Village Hall, Hanwood Shrewsbury. Contact Will Hanmer - 07890 802548 or hanwoodvillagehall@outlook.com
11/9	Isle of Man Festival of Motoring to 18/9 - see: www.iomfm.com
16/9	Harvest Festival Meeting, Shelsley Walsh Hill Climb, Worcester - to 17/9
17/9	Trentham Gardens Classic & Retro Car Show. Trentham Gardens, Stoke-on-Trent, ST4 8JG. Stoke Group stand. For more information and to book tickets see: Classic & Retro Car Show - Trentham Estate
19/9	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
23/9	TR Trip - Campaign Kent. Contact Jonathan Bowles - ontour@mail.com
24/9	Cheshire Cat Pubs' Car Club Meet - Mainwaring Arms, Whitmore, Newcastle-under-Lyme
25/9	TR Tours trip to Asturias, Spain. To 1/10
29/9	Historic Rally Festival, Weston Park - to 1/10
TBA	Shropshire Group Run
TBA	Classic & Retro Show, Himley Hall, Dudley
TBA	Vaynor Car Festival

TBA = To Be Arranged
TR Register events in red

TBC = To Be Confirmed
TR Shropshire Group events in bold red

IMPORTANT INFORMATION REGARDING FUTURE EVENTS

If you wish to have a meal at The Fox & Hounds on Club Nights, you must pre-book your table online at:
[Book a table at The Fox and Hounds, Wytheford Road, Shrewsbury \(resos.com\)](https://www.resos.com)
Or by 'phoning 01939 250600. Please state that you are a member of the TR Shropshire Group

Triumph TR @ 70. This is the 2023 TR International Weekend. It will be held at the Bath & West Showground, Shepton Mallet from 11th to 13th August. For more details see TR Action 344 page 59. For tickets go to www.tr-register.co.uk/tr70. It is intended that there will be a Shropshire Group Camping Area.

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