

Two TRs and an Interloper go Irish

16-22 August 2023—Peter Napier



On the morning of Wednesday 22nd August Alan and Nic Edwards, Phil and Alice Desborough and Peter and Rosanne Napier boarded the ferry at Holyhead for a 6 night run around the south and south west of Ireland.



The original intention was for three TRs to do the trip but due to one or two issues with my TR5 which are not terminal and which will be sorted out after the run, I decided that it would be prudent not to risk taking the TR.

I could have taken my Stag but again I am in a period of proving that the car is running as it should do and again I wasn't prepared to risk taking that car either. And so I took my modern car. Sad but necessary. We can always do another Irish run.

We met at the services in Oswestry and drove up to Holyhead along the A5 catching the ferry to Dublin after which we tried to stay together driving through the many, many sets of traffic lights on our way down to Wexford for our first night's stay.

Wexford is an interesting town with a lively fishing harbour.



The following day we headed off for Waterford via New Ross as Peter and Rosanne haven't been to the famine ship whereas the others visited on a previous TR Tour.



Alan and Nic recreating conditions on the famine ship cruises to the Americas?

The famine ship is a reconstruction but it certainly gives an indication of how awful a journey it must have been for the migrants to America and Canada. Perhaps the equivalent of the small boats we see today carrying people desperate to find a better life somewhere just as the famine victims did in the 1840s.

Nothing in motoring is ever perfect is it? We are used to breakdowns in our classic cars and we sort of take it as granted that it will happen from time to time. I didn't expect it in our modern car but happen it did. A slow puncture.



We encountered it before we reached Waterford, the city in which my father was schooled even though his home was in Donegal. He was fortunate that his uncle was headmaster of a minor Church of Ireland private school so he got a scholarship and his father was a railwayman so he got free rail transport for travel.

The puncture was very slow but needed fixing so we stopped at a tyre depot and they fixed it but said they could not guarantee it would hold.



Two miles out of Waterford the tyre was already flat so we had to drive the 30 miles to Dungarvon to see what could be done.

By this time the other two cars had gone on and reached Dungarvon before us. Thankfully we managed to get a new run flat tyre as the 30 miles had ruined the other one and anyway it couldn't be fixed. We headed off to Cobh and met the others just after they arrived.

Cobh is an interesting places. It was the last stopping off point of the Titanic before its fatal journey. It couldn't dock at the quayside as it was too big so passengers used a lighter to access the ship.

Not so now. Whilst we were breakfasting by the side of the harbour, a massive cruise ship came in to dock. The Titanic was 47,000 tonnes. This cruise ship is 88,000 tonnes!



In Bantry

The next day we retraced our steps from the previous evening and set off to "do" the Ring of Kerry. No drive in Ireland is complete without a drive around both the Ring of Kerry and the Dingle Peninsular. For those that appreciate historical sites and just the beauty of the coastal landscape, these two drives really deserve to be done at a leisurely pace over a couple of days at least.

Nevertheless the drive was spectacular and amazing and I would so much prefer to have done it in a TR and not a modern car. We will be going back!



Carnival Pride watching us have breakfast,

This was a whistle stop tour and so after breakfast we were off again to our next destination which was a hotel in Ballylickey at the head of Bantry Bay. We had an evening meal in Bantry and the next day we had a walk around what turned out to be a very interesting small town.



Gallarus Oratory on the Dingle Peninsular dating from before 12th century and was possibly an early-Christian stone church or a shelter for pilgrims or some other religious use.

Dingle is a very popular destination as we discovered when we reached there and we could find no parking for our three cars and as it was getting to the end of a long day decided to head off to our next stop at Fenit Near Tralee.

Next day we were off again this time to Limerick via Tarbert where there is a flying boat museum which was closed.

The following day we headed off to Limerick for our last night and then back to the ferry in Dublin. What a lovely few days even without a TR.





Just to prove it! here he is

Alice and yes that is Phil's knee she is sitting on!!



Members' Problems

Peter Napier's TR5 continued!!



Readers of Edition 11 will know that on our short tour of Dorset the TR5 let us down three times including languishing by the side of a very wet and extremely loud M5 near Bristol at rush hour!

The problem with fuel pipes was repaired firstly by Phil and Alan and then by an AA man who, rubbing his hands with glee pronounced that "These are the jobs that I love doing!" Happy to oblige you sir I will do my best to break down again when I am in the area.

Between the Scotland tour and going to Dorset, I dropped the prop shaft on which I had previously changed the Ujs. Upon closer inspection I discovered that the Ujs supplied by Rimmers were in fact slightly too small resulting in some sideways (ie not rotational) movement which would have been enough to cause the vibrations that the car had been suffering from. Rather vibrations that we were suffering from. It made driving at 70+mph very interesting. Not.

Anyway, I obtained replacement Ujs but for one reason or another I struggled to get them in so I abandoned this and obtained a replacement refurbished shaft from Fitchetts.

Guess what? Once fitted I had the same vibrations so no further forward. So all the way to Dorset and back if driving above 65mph the vibrations returned.

After a change of tyres as the MOT found the tyres that the car came with were hard and probably quite old the vibration was still present so I was now more than ever convinced that it must be the prop shaft so I dropped the Fitchett replacement shaft only to find this shaft had exactly the same issue as the one it replaced.

As a result Fitchetts changed the prop shaft for a brand new one and once fitted the vibrations were no more!



All hands to the pump—well electric fan actually.

Or so we thought!

On the way home the car started to cough and splutter and eventually cut out altogether. Thankfully we chose to go home via back lanes and so we were not in a compromising position and we rested up in a very wide farm access where we must have seen 100 tractors whilst we were there toing and froing with silage.

The problem with fuel pipes was repaired firstly by Phil I emptied the boot of mainly breakdown tools and trolley jack, dismantled the fuel pump filters, cleaned them and put them back. That didn't work. So I repeated the exercise just in case I hadn't put everything back together correctly. Still nothing.

So, we called the AA. Rosanne jokes that she is now collecting the names of AA men in a new I Spy book she is making just for our trips out!

The AA man by the way was so conversant with classic cars that he tried to get the Bosch pump running by hitting it aggressively with a long iron wrecking bar. Needless to say it didn't work.



Out with the old—the existing fuel pump set up in the boot

Cutting to the chase, since that day the car has been resting and I have stripped out all of the fuel delivery system.

I have had the metering unit overhauled by Neil Ferguson, bought a new pump and filter from TRGB and a new PRV from TR Trader and all new pipework.

I am about to install the fuel delivery system ready for 2024 and hopefully no more AA men for Rosanne's I Spy book.

Petrol tank has been cleaned, prepped and sealed with POR 15. Hopefully by the time the next TR Torque comes out it will all be finished and the car should be ready for 2024! At least that is the plan.



...and in with the new in the rear offside wheel arch—seeing the pump as work in progress. Pipes and wiring still to be installed.



New PRV in the boot beneath the tank (not yet installed here)

I bought the pressure regulator valve (PRV) from TR Trader and the pump and pipework from TRGB. I couldn't fathom out how to fit the PRV with the bracket supplied by TR Trader and so I made a bracket similar to those used by TRGB and bolted to where I assume the Lucas fuel pump used to be.

I didn't have any suitable steel plate handy so I scrounged some from the mechanics at a nearby heavy haulage yard. They often help me out and it is so good to be surrounded by people willing to help out (EG Pontesbury Tractors, TNC Bodywork, J C Davies Haulage, Pontesbury Garage Services).

The new PRV uses the brass T from the original PRV to connect to the pump and feed to the metering unit. Because of the length, I have had to cut out a space from the heavy steel strengthening bracket which reinforces the fixing for the top of the telescopic shock absorber. The bracket is still strong enough to resist the forces from the damper but I will weld in a triangular section of steel plate as I have taken a little more out than I needed to.



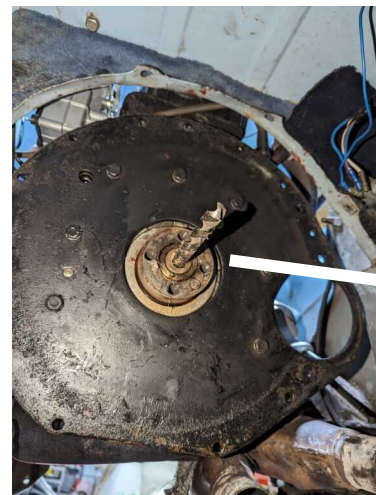
I have also removed the radiator and flushed it out. Water draining from the engine side was clear but the water from the bottom of the radiator was more like rusty gloop. I will now flush out the water ways in the engine,

Another change suggested by Steve Rhodes was to extract the spigot bush from the end of the crankshaft and to possibly replace it depending upon whether it has become worn or not.

Apparently this can happen if the bearing in the gear box has had play in it for any length of time and this can result in the hole in the bush becoming oval.

Nigel Smith pointed out to me that the bush is made from oilite bronze whereby the bush is made by sintering copper, tin and graphite in a furnace without oxygen. Oilite is manufactured using powder metallurgy so that tiny pores are present in the bearings. The pores are then vacuum impregnated with an oil to improve the material's bearing ability. The material holds approximately 20% oil by volume thereby resulting in a metal that is self lubricating. Apparently this was invented by Chrysler in the 1930s (Wikipedia)

Anyway, how to get it out if it doesn't want to? Well, Steve suggested filling the void behind the bush with grease and then taking a bar of the same diameter as the spigot on the end of the gear box splined shaft and giving it a good old whack with a plastic mallet and bingo it should pop out.



And so it did although I ended up putting it back in the end as there was nothing wrong with it.



Run to Black Country Living

Museum 12th September 2023 Roger Critchley



The Group's planned September visit to the Coleham Pumping Station in Shrewsbury was cancelled because the building was closed to visitors due to the state of the roof. Instead, we visited the Black Country Museum in Dudley. The drive there was on good "B" roads with little other traffic. We met Robin Jeavons at Himley Hall and he guided us through Dudley to the Museum.

The Museum was established in the late 1970s and consists of buildings that have been re-located from other parts of the Black



Country. However, it is growing as other properties in the area are demolished and rebuilt here.

Like most working areas of the time, there is a pub on almost every street corner. The Bottle and Glass is a true "spit and sawdust" pub complete with wood shavings on the floor. The beer was good!



Hobbs & Sons' fish & chips are arguably the best in the West Midlands and were enthusiastically tested by the Group's gannets.

Much of the museum is built around the regions canal networks which transported goods made in the Black Country to other parts of the Country and indeed the World. This is demonstrated in the Boat Dock area.

There is a working boatbuilders yard as well as foundries and other examples of the heavy industry for which the area is known.



There are many houses and shops which have been rebuilt here. The "Back to Back" houses illustrate the conditions in which the workers lived.

By the exit is the Bradburn & Wedge Motor Garage. This has a fine display of cars dating back to the early days of motoring. The collection includes this 1903 Sunbeam, built in Wolverhampton and a DKR scooter built not in Italy but in Willenhall.



The museum was well worth the visit. We will go again when there will be even more to see!



Photoshoot at Aldenham Park

13th September 2023 - Roger Critchley



I received an email from Wayne Scott, the TR Register's Press Officer, to provide a TR6 for a photoshoot at Aldenham Park, Morville on Wednesday 13th September. Gordon Grant kindly agreed to supply his TR6 which looks splendid in its new Pimento paint.



We have all seen Aldenham Park as we have driven past it on the A458 from Much Wenlock. It is located at the end of a splendid half-mile lime tree avenue. The

house was built in the late 17th-century by a member of the Acton family who have owned the Manor of Morville since the mid-15th-century. The Acton family continued to occupy the house until it was sold to the present owner's grandparents in the mid-20th-century.



The photoshoot was for the SNG Barrett Group. The group has grown from selling a few second-hand parts from Stephen and Hazel Barrett's home in rural Shropshire to the major Jaguar parts supplier they are today. They have premises on the outskirts of Bridgnorth.



The morning session was devoted to Jaguar cars ranging from XK120 to F-type with the young lady photographer being precariously balanced on a stepladder! A drone was also used to photograph the cars from the air and whilst driving up and down the drive.

After lunch it was our turn. We met Jeff Roberts, TR Register's South-East Co-ordinator and his son Tim who as members of the Windsor Forest Group had driven up from Surrey that morning in an E-type and TR3. They were planning to return that night.

I had only accompanied Gordon as a spectator but the organisers wanted to use both of our cars. I was very



pleased that I had washed mine after the rather wet Black Country Museum Run the day before.

The photoshoot of the Classic Cars comprised of an Aston Martin DB6, two TR6s, an MGC roadster, a Jaguar E-type coupe, a Jaguar MkII saloon, a Morgan 4/4 four seater, a TR3, an Austin Healey frog-eyed Sprite, a Jensen Interceptor and two splendid Alvis Silver Eagles; one being a saloon and the other a tourer.





The photographer spent a lot of time carefully positioning our cars, often moving them by only an inch or so at a time. However, the results were well worth the effort.

After the main photoshoot Gordon and I were taken away for TR6 specific pictures. It seemed that the inclusion of TR6s was important to them.



Barrett's have recently taken over Holden Vintage and Classic in Bromyard. Holden's is a long-established business supplying parts, mainly electrical, for pre-war and immediately post-war cars. They are regarded as Lucas Electrical Specialists. I understand that many of the electrical parts that Barrett's source for Jaguars are applicable to other classic cars and that Barrett's will use Holden's as the vehicle to market these.



The photographs taken will be used on the websites, in the catalogues and in other promotional materials of both firms.

The current owner of Aldenham Park, Hettie Fenwick, arranges tours of the house and gardens followed by afternoon tea. We discussed the possibility of the Shropshire Group visiting her in 2024.



October Run 14th October 2023

NT Erddig - Roger Critchley



Our October run took us to Erddig Hall, near Wrexham.

The original Norman Castle was built around 1090 but has now been replaced by the current mansion which was built in the 17th & 18th centuries.



The estate runs to some 1,900 acres including extensive gardens and park.

In the grounds is the ingenious "Cup and

Saucer" which pumps water uphill using a hydraulic ram.

The Yorke family owned the estate for almost 250 years and are reputed to never have thrown anything away!

Erddig has been described as "the most evocative Upstairs Downstairs house in Britain".



Erddig is now owned by the National Trust and is maintained as a time capsule being almost exactly as it was when it was handed over to them in 1973 - even to the lack of electricity,



although Phillip Yorke did have a portable generator to power his television. The

Yorke family had a close relationship with their servants and this is featured throughout the house.

We visited during the Apple Harvest celebrations and were able to indulge ourselves with a glass of cider and a pork roll.

Our drive to Erddig had been preceded by several days of very heavy rain. To say that our TRs got dirty is an understatement.

Because of the sodden nature of the ground, the National Trust had implemented a one-way system. This meant that we were unable to enter Erddig from our chosen route, but the diversion signs were clear and plentiful.



After leaving Erddig we drove to The Boat at Erbistock. The Boat is picturesquely located next to the River Dee. The food was excellent - their Pea Panna cotta with crab and quail's egg is an experience to die for. We will be going there again - soon



Autumn Run 5th November 2023

RAF Cosford — Roger Boxall



Thank you Roger for organising this and for providing the following copy for this newsletter.

On a glorious sunny Autumn morning 8 cars set off from Battlefield and after a short run to Loggerheads we picked another 3 TR's.

It was a beautiful run, eclipsed by amazing autumnal colours of reds, browns and russets, taking in lovely North Shropshire and Staffordshire villages including Eccleshall, Great Bridgeford before arriving at the RAF Cosford Museum for Tea and Coffee.

There was a Healey owners Club meeting also at Cosford with private rooms booked for tea and coffee. It was a dead posh event compared to us.....but they had forgotten one thing - to bring their cars and 2 lonely Healey 3000's sat in the carpark versus 9 TR's.

We had a good 2 hour stop at the museum taking in the amazing displays. The first hanger tracked the history of the RAF and showed just how technology and engines had advanced so quickly after WW1. We then experienced the magnificent Cold War Hangar which showed how close we were to starting WW3.

Standing under the Vulcan V-Bomber looking up into the bomb bay showed how far the Jet age had advanced with nuclear weapons as a deterrent.

Hanger 3 housed many iconic RAF planes with two that stood out, having served courageously in the 1982 Falklands War against the Argie Bargees. Firstly, the legendary RAF Chinook HC6A & 'Bravo November' helicopter. 'Bravo November' was the only Chinook to survive the sinking of the Atlantic Conveyor and single handed flew troops into battle ready positions across the Islands leading eventually to victory.

Sitting next to 'Bravo November' was the incredible Hawker Siddeley Harrier Jump Jet a true



testament to British Aviation engineering.

Before leaving the museum, we gathered for a photo opportunity with a Nimrod and a Hercules as our backdrop. Our route to lunch at The Fox & Hounds, Shawbury took us past David Austen Rose's (no room in the TR) and onto Coalport and crossing the River Severn.

We had to navigate a number of flooded roads but nothing the TRs couldn't cope with, thank goodness. Once more the weather stayed kind as we enjoyed the lanes through to Much Wenlock. We took in a single track and beautiful view through Little Charlton and Donnington before powering onto our very welcome Sunday lunch.



Letter from Italy

Alberto Grisoni



From my desk I can see the garden with the colours of late autumn but rain and sleet beneath a grey sky do not cancel the memories of last summer.

In September with our TR4 we spent a few days in the lovely small town of Cogne, a mountain resort in the National Park of Gran Paradiso. Along with us came our friends Beppe and Anna on their MGB.

They promised they would come in their red TR3 but



they changed their mind at the last minute.

Another couple was supposed to come with their Alpine Renault A110 but carburetion problems convinced them to join on their bike: a BMW 1200 GS.



The Park of Gran Paradiso is stunning : situated on the border with France it is shared by Region Piedmont and Valle d' Aosta. The mountain of Gran Paradiso, which gives its name to the Park, is a sharp peak of 12200 ft, with some glaciers.

It is a very nice alpine area, not as crowded as Dolomites and also much nearer to Great Britain, as it is just the other side of Tunnel of Mont Blanc.

As in the evening it was quite cold the lady on the motorbike, Tiziana, asked us to take her to dinner in the TR....she is nearly 6 ft tall but we managed (do not ask me how we did it but I will never try again).



Turkey Trot 20th December 2023

Roger Critchley



This year the turkey trotted on the 9th December. The weather was abysmal, and it is perfectly understandable that many members chose to use more modern cars.

We assembled at Battlefield Services, Shrewsbury. The plan had been to decorate our cars but, unfortunately Barrie had not realised that we had meant festive decorations and chose a roadkill theme! Even Stuart and Diane's festive turkey had a roadkill element about it. Unfortunately, the weather was so bad that the designs we have seen in the past were not evident.



From Attingham Park, our route took us to Much Wenlock, along Wenlock Edge to Church Stretton and on to The Horseshoes Inn at Dorrington where Tanya and her



staff made all forty-eight of us most welcome. The food was excellent!



It was decided that, for this year, we would dispense with "Secret Santa" and instead make donations for cancer charities. Malcolm Lainsbury constructed a "Letter Box" to receive our envelopes. £585 was collected and this will be split between Cancer Research and Prostate Cancer UK.



Twenty-six cars set off on the run. The numbers made it impossible to maintain a convoy but nobody got lost!

It is a challenge every year to decide where we should visit. We have been to Christmas Markets so often that they have now become passé. Each year the National Trust dresses up Attingham Park with festive features. As many of us are members, it made sense to go there.



Each room was decorated with an individual Christmas theme and contained a tree.



The picture gallery was quite spectacular including the staircase to the upper floors.

Everywhere you looked had been carefully laid out and was a joy to see.



Malcolm the Younger's Memories



This is me at two and a half years with my favourite snack, Peak Frean's Cheeselets in a box You May remember ?



Members' Cars For Sale



Three well known cars in the Group are being offered for sale. All are in excellent condition. These are:

1960 Triumph TR3A

Finished in Dark Blue and fitted with the later 2138cc engine.

For more details contact Jim Cook on 01743 860410



1967 Triumph TR4A

Finished in Valencia Blue and fitted with a Surrey top.

For more details contact Chris Appleton on 01630 672343



1971 Triumph TR6

Finished in Sapphire Blue

For more details contact Richard Humphries on 01694 724796

