



TR Torque Newsletter

TR Register Shropshire Group



Preface



The highlight of the year for many members has to be the annual Spring Tour where members and their cars join together to enjoy a few days away in a beautiful place enjoying drives along great roads in terrific landscapes and usually finished off with a tasty meal and a social get together.



This year was no different and the annual Spring Tour 2024 was held in the beautiful surroundings of the North Yorkshire Moors staying in the Mallyan Spout Hotel in Goathland famous for being the location for the filming of the ITV series 'Heartbeat'. More on this later.



Editor's Note

Peter Napier



There has not been a TR Torque published since December 2023. This has been in large part to my having been tied up with work on my cars and with other commitments that have made it difficult to put together a newsletter. So this edition is designed to put together some of the events that we put on ourselves or which we attended during 2024.

Roger's Ramblings

Roger Critchley

Once again, 2024 was a good year for the Shropshire Group. During the year we had 110 members of whom 56 were active on runs and events. This gives the Group an activity rate of 50% which is great. Some other Groups report activity rates of under 20%. So, thank you all for your support.

Club activities involved:

- 12 Runs
- 11 Club Nights
- 3 Shows
- Spring Tour

Our major event was the Spring Tour about which you can read more in this issue.

So, the year kicked off with our Snowdrop Run, which Gordon organised, to Chirk Castle. No snow-drops but plenty of daffodils!

The March Hare run was to the British Ironworks at Oswestry. This was quickly followed by an early Easter show at Weston Park.

Drive It Day consisted of a joint Breakfast Meet with the TSSC followed by a run to Lake Vyrnwy to liaise with TRR North Wales.

The visit to Loton Park Hill Climb was particularly enjoyed with an escorted run up the hill. It all seemed rather fast until we realised that we were less than half of the speed of the competitors!

Thereafter, runs and events came fast and furious:

- ♦ Aldenham Park - fantastic insight to a country house
- ♦ Shrewsbury Classic Car Festival - thanks Peter
- ♦ Classic Nostalgia at Shelsley Walsh - thanks Greg
- ♦ Picnic at Black Rock Sands - thanks (again) Greg
- ♦ Breakfast Meet at Montford Bridge followed by a visit to the gardens at Moat Hall - thanks Martin & Helen (great cakes!)
- ♦ RAF Shawbury Families' Day - thanks Malcolm
- ♦ Powis Castle run with TRR North Wales
- ♦ South Shropshire Run - thanks (again) Gordon
- ♦ Autumn Run to the Hack Green Secret Bunker - thanks Roger B

Our final event was the Turkey Trot at which you donated a marvellous £500 for cancer charities.

Thank you for your support. But, just as importantly, many thanks to the organisers without whom these events would not have been possible.

Other TR Shropshire Events in 2024





Hack Green Secret Bunker



Turkey Trot



North Yorkshire Moors Spring Tour

Roger Critchley



This is the 17th Shropshire Group tour/weekend that I have been involved in organising and I must say that it has been one of the most enjoyable, so far. I always say that it is the people that make the Group and that was certainly true on this tour.

My first real involvement was with our Camping Weekend in 2011 when I helped David with our stay at Home Farm, Bircher, nr Mortimer's Cross. We had a drive out to visit Herefordshire's Black &

They are very helpful people, but they need to make a profit and it soon became obvious that we could do it more cheaply ourselves. A few Group Members offered to help and we now have a smooth operation (well almost).

The North York Moors certainly gave us some fantastic driving roads and great views. It was a pity that we couldn't find a hotel to accommodate us all under one roof.



White villages and a memorable lunch at The Riverside Inn in Aymestrey. Little did I know that this would lead to a mission for life!

Our first tour was to Macreddin Village. This is a golfing and leisure complex in the Wicklow Mountains. As I had never arranged a tour before, I used Nutt Travel in Coleraine solely because the young lady on their stand at the NEC Classic Car Show was very attractive!

Thereafter I used Scenic & Continental who have a department dedicated to Car Group Tours. This was ideal as I was the only organiser.



Many thanks to my "little helpers", Peter, Greg, Gordon, Malcolm, Roger B and Ray.

We just need to do it all again next year!



NYM Spring Tour

Planning the Tour Peter Napier



As with any tour involving a group of people and cars, a lot of planning ahead of the tour is involved. As Roger has alluded to, in previous tours prior to the tour in the Peak District in 2021 most of this planning was done by Roger and Helen with the help of a tour organiser who would locate and book hotels. Roger would plan the daily routes.

In the early days of Roger's role as Leader, the tours only involved a few cars and the first tour that Rosanne and I went on we had I think from memory there were 8—12 cars on the tour.

With such small numbers one daily run was possible and Roger would plan and organise these but with the growing number of participants one daily run for upwards of 20—26 cars would no longer be possible.

That would require at least two organised runs each day to keep the numbers of cars down to a manageable level and it would be too much to expect Roger to plan and organise the search for a suitable hotel, negotiate with said hotel and to plan and organise six routes during the week plus a route there and possibly also for the return.

At a time when Helen needed help because Roger was hospitalised a few years ago, a number of members volunteered to help with managing the Group's affairs and since then this group of volunteers (Greg and Debbie, Gordon and Sheena and Peter and Rosanne) has now grown to include Malcolm and Jacqui, Roger and Angie and Ray and Anne and of course, Roger and Helen.

As has now become the norm for these events, the planning of a tour destination is discussed with informal soundings taken of members' preferences. Then routes are discussed by the planning group, destinations of interest and places to eat lunch are identified and initial ideas for driven runs are suggested.

These discussions tend to take place with food and drink attached to them more often than not in a pub!

Then the detailed route planning begins and each route is carefully coordinated to avoid duplication as far as possible although going out and coming back on runs often involves using roads multiple times.

This year, the main run up to the hotel was largely planned by Ian Thomas who has years of experience driving to this area and several people followed this route adapted to their places of departure.

Others chose to use different routes and to drive up in small groups.

For the daily routes (Monday, Tuesday and Wednesday), at least two routes were planned by:

Roger (Monday on a North Yorkshire coastal run from The hotel via Sleights Moor, Robin Hood's Bay, Sandsend, Runswick Bay and finally a visit to Staithes with a lunch stop),

Greg (Mount Grace Priory and Garden and Helmsley)

Gordon (Wednesday Nunnington Hall, Thornton le Dale and Pickering),

Malcolm (also Wednesday) to Ryedale Folk Museum at Hutton le Hole, Nunnington Hall and Helmesley) and

Myself (a non led route to Whitby for anyone at any time).

The weather was pleasantly favourable for these runs which many of the tourers took part in. Others decided to opt for different runs which members are encouraged to do if they so wish. Taking the North Yorkshire Moors Railway with fish and chips awaiting them in Whitby proved particularly popular.

In the evenings after dinner we had entertainment organised by Roger and Angie.

NYM Spring Tour

Monday 3rd June—North Yorkshire Coastal Run - Peter Napier



Led by Roger, this was a short run of approx. 50 miles, exploring the gems of North Yorkshire's Coastal Scenery. The route took us cross the open moorland which is so evocative of this area.

The charming villages of Robin Hood's Bay and Staithes were visited which involved steep walks down to sea level but it was well worth the effort (and heaving lungs!).

There was a pleasant lunch awaiting those who chose to eat at the Cod and Lobster overlooking the harbour.



An old work colleague of mine from Shrewsbury (PN)!



NYM Spring Tour

Roger and Angie's Evening Entertainments

Roger Boxall



Once again Roger & Angela Boxall gave us some fun challenges and activities each evening. After dinner we played Bingo, tested ourselves with 2 quizzes, passed Maltesers with straws and on the final night met the North Yorkshire Moors charade champion the TR DUDE.

The TR DUDE dressed in TR Register memorabilia helped the team charade champions to learn world class charade skills. They were all worthy champions with superb charades from Sheena, Celia, Pat & Rosanne and a very passionate performance from Pete Gibbins.

Roger and Angela are always looking for ideas so if you have a great idea/quiz/activity that will generate a fun and laughter after dinner activity email Roger and Angela on rogerjboxall@gmail.com.



NYM Spring Tour

Tuesday 4th June

Runs to Mount Grace Priory and Rievaulx



On the second day of the Spring Tour Greg Washington planned and led a scenic drive of around 85 miles over quiet moorland roads to the monastic ruins of Mount Grace Priory and Rievaulx Abbey before having an afternoon tea stop in the pretty town of Helmsley.

The contrast between the monastic life in Carthusian Mount Grace and Cistercian Rievaulx is very clear.

Mount Grace is one of the best-preserved medieval charterhouses in Europe where the monks lived solitary lives in their own 2 storey houses set around a large square cloister. At Rievaulx the monks lived communally sharing a large dormitory, kitchen and mess room.

The remains at Mount Grace include the small Carthusian church, a reconstructed monk's cell (house), and the medieval guest house modified many times over the years and now decorated in the Arts and Craft style. Below the guest house are extensive gardens.

Rievaulx by contrast is an elegant and large Abbey. The ruins are extensive reflecting its status as, at its height, one of the richest Abbeys in the UK.

In Helmsley we came back to the car park to find a young classic car enthusiast admiring our TRs. It turns out he is also a Triumph owner albeit a Vitesse and not a TR. He also drives a classic double decker open top bus and other coaches for a living. Ben sent some photos of his car and bus (see following pages).





Rievaulx



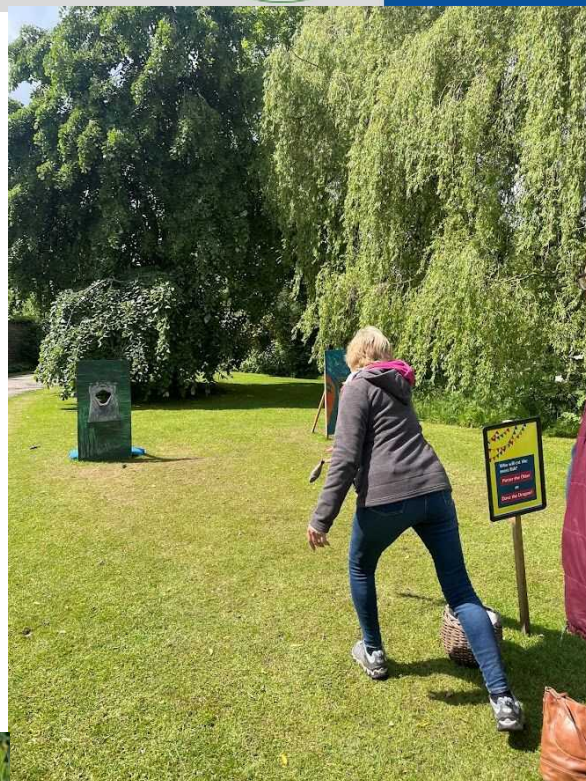
'Ben the Bus' classic car (and bus) enthusiast.

NYM Spring Tour Wednesday 5th June

Two Runs—Thornton Le Dale and Ryedale Folk Museum - Peter Napier



Wednesday was the last full day of the tour and Gordon and Malcolm organised two separate runs. Gordon's run was to Thornton Le Dale (Bangers and Cash country) and Malcolm a run to the Ryedale Folk Museum.



NYM Spring Tour

Whitby by Train—Various Photos

Peter Napier

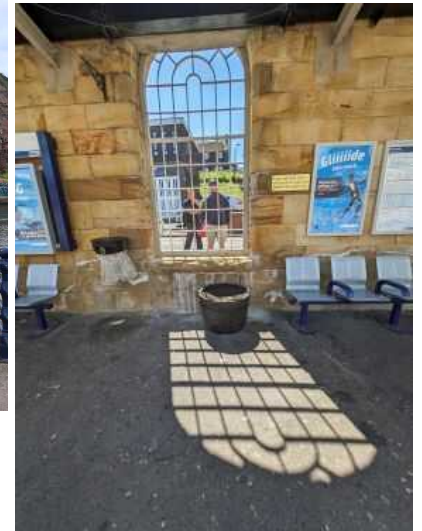


Some members of the group visited Whitby earlier in the week. Most of the group returned home on Thursday but a few stayed on for a few more days—Malcom and Jacqui Lainsbury, Roger and Helen Critchley, Gordon and Sheena Grant and Peter and Rosanne Napier.

On Thursday they all headed off to Whitby on the North Yorkshire Moors Railway from Goathland to Whitby, then on the return from Whitby to Pickering and then back to Goathland

In Whitby, some of the group walked up to the Abbey ruins on the headland to the east side of the town and of course they all had fish and chips before retuning on the train.





Photos of the Tour

Picnic at NGS Open Day at Moat Hall Farm—Sunday 4th August

Peter Napier



Today Martin and Helen Davies opened their garden as part of the National Garden Scheme to raise funds for charity. Roger Critchley organised a breakfast meeting at the Montford Bridge Café followed by a short run including a coffee stop at the Kerry Vale Vineyard and then on to Moat Hall Farm for a garden visit with tea and cakes.

Several members turned up in various TRs. I headed off in my TR4 which I hadn't run out in for quite a while. No trouble at all until Hanwood (3 miles !) when the car began to lose power and was misfiring badly.



I diagnosed the problem as the rear Stromberg which had been giving a few problems but I thought these were sorted. So another date with the AA who came within 20 minutes! A quick tow home (well 23mph to be exact) and pick up the Stag and off Kerry Vale,

I was most put out that I missed a breakfast at the Café!



RAF Shawbury Families' Day

Thursday 2st August



Thanks go again to Malcolm Lainsbury for organising another great day at RAF Shawbury. And the weather turned out to be not too bad either. A good number of members turned up with a number of different cars including Greg and Debbie Washington in their Citroen DS 19.

Displays included a WW2 Spitfire, a glider display, a Wildcat helicopter display and a Typhoon taking off at the end going to Lossiemouth which according to those that were there was very loud indeed!



Al's Tours—Scotland

July 2024—Peter Napier



In July of last year four TRs were due to have a Scottish tour to the Isle of Mull. Alan and Nic Edwards in their TR5, Phil and Alice Desborough in their TR250, Dave Somerville in his TR4 and Rosanne and I in our TR5.

In the end only three TRs made it. I wasn't happy with the oscillating noise coming from the rear of my TR5 and I hadn't prepared my TR4 or my Stag in time to take one of these so I took a modern car instead. Definitely gutted and so much less fun. In fact no fun at all travelling behind three TRs!

The journey began at Alderford Lake near Prees where we met up for coffee and a chat. We then set off for our first night's stop at The Duke of Wellington Pub in Corbridge, Northumberland which featured in one episode of Vera for those of you who have watched this series.

The next day we set off for our second overnight stop at The Worst Western ever—The Balgeddie House Hotel in Glenrothes. En route we visited Culross which is well worth a detour as it is a quaint and historic seaside town.



The town is a former royal burgh and once served as a port city on the Firth of Forth. It appeared many times in the TV series Outlander.



All the hotels we stayed in on this Al's Tour were really good—except this one. Rooms were okay if a bit noisy from the adjoining room taking forever to shower and then use the hairdryer!! It was the food and the service that let this hotel down.

Next day we headed north along the A9 and inevitably stopped off at The House of Bruer for refreshments and a little shopping. The hotel for the nights was The Glen Hotel in the small town of Newtonmore not far from Aviemore. We took a detour to the Blair Castle on the way at Pitlochry.

So far the weather had been kind to us and it had



been roofs down all the way. Would it last though was the question on all our minds.

Al's Tours—Scotland Continued



Day 4 saw us heading west aiming for Ardshealach near Acharacle on the Ardnamurchan peninsular where we would spend two nights (in different hotels) before heading off for the ferry to the Isle of Mull.

During our stay we visited the Adnamurchan lighthouse and café via the small, ferry village of Kilchoan



Another interesting place to visit in this area is Castle Tioram



After our two night stay it was time to head south for the ferry from Lochaline to Fishnish on the Isle of Mull where we would be staying at the Western Isles Hotel in Tobermory where we would find ourselves rubbing shoulders with Iolo Williams who was hosting one of his guided nature holidays based from the hotel.

Mull is a lovely island but the main road across the island is little more than a B road with passing places.

We had two nights here and on the full day we visited Duart Castle which is the seat of the Clan Maclean,



Al's Tours—Scotland Continued



After our brief stay on Mull it was time to head for another ferry this time at Craignure which was to take us over to Oban where unfortunately for Dave Somerville it was to be the end of the tour as his TR4 developed problems with the engine.



The penultimate drive of the tour was to take us south to stay in the magnificent Marr Hall Hotel which is a historic house overlooking the River Clyde. Dining in the evening was quite an experience as we watched a large ship glide through what looked like fields in the grounds of the hotel as the river itself was almost invisible from the dining room.



This is what we were expecting! (Note the view)



This is what we got



This is the view we had!

Alan had booked fancy rooms in the main hotel at a very favourable rate—about half what it would have cost us if we had booked the week before we went. What we got was inferior rooms in an annexe housing the gymnasium

After an excellent dinner we all retired to our rooms. The next morning we were all woken early (6.30am) by the drum beat of the music from the gymnasium. To say we were not happy would be an understatement.

The next day after breakfast, which again was excellent and the staff were really good, we hot footed to reception to complain.

The poor girl on reception couldn't help us and gave us the brush off. The night manager came along to see what the commotion was about and he couldn't do anything either. He did eventually offer us £50 each refund which we didn't accept. We reasonably asked for the difference between D B& B in the posh rooms and the cost in the rooms that we were given but he wouldn't agree.

We were told that the person who could make that decision was away on holiday so we agreed to leave it unresolved and we would write to her.

This I did when I got home and some time later we received what we asked for with an apology. Can't ask for more than that and we would willingly stay there again but next time we will check the booking before we go!

The final night was spent at The Black Swan in Ravenstonedale in Yorkshire and proved to be an excellent place to stay and will surely be used again in a future tour.

A Few more photos of the trip:



Member's Woes

Peter Napier's TR5—Again!



Those of you who have read TR Torque past editions will know that I have faced many issues since buying what I thought was a basically solid TR5 - if only!

Last year and the year before, I couldn't take the car on AL's Tour Ireland in 2023 due to fuel issues, to the Isle of Mull in 2024 and in 2024 I was worried about a rotational noise coming from the rear quarter of the car.

Inspecting the rear offside wheel, the bearing seemed solid. No play at all so I concentrated on fitting uprated drive shafts which were showing a little play. Perhaps not serious enough to replace these but nevertheless that is what I decided to do.

I was also advised by more than a few that the noise was probably due to tyres. As the tyres were probably quite old and as I knew the car hadn't been used a great deal so it was possible that there could be flat spots I decided to change the tyres as well.

Needless to say the noise was still there and I didn't wish to risk going to Ireland until I could identify and address the cause.

After a long time deciding I opted to change the hubs. Problems with replacement standard hubs are widely known and acknowledged as Dave Ashworth (amongst many others!) will testify



With thanks to Dave Ashworth

Refurbishing old hubs requires specialist tools and big hydraulic presses to disassemble. Much skill is required to build and maintain the bearing end float. The flange becomes thinner as often they have to be skimmed due to distortion. The Yoke UJ diameters become bigger the more they are disassembled and re-assembled and the flanges are known to crack and fail and the holding thread to the shaft can sometimes shear.

One well known local supplier does sell these and I used one on my TR6 and I never had any trouble with it. Moss Europe supplies newly made hubs and members who have used these have also not experienced any issues (as far as I know!).

However, I decided that I wanted peace of mind and decided that it would be worth spending the additional cost of opting for the Classic Driving Developments uprated hubs and uprated the fixings of the hubs to the swinging arms.

These hubs have splined shaft and flange construction so do not need specialist tools or presses to separate,



New hub on the left. Template for drilling and tapping larger stud holes on the right.

The bearings are solidly spaced using shim washers so do not go out of adjustment and wear compensation is easily accomplished with DIY tools. Because of this the flanges are not distorted so do not need skimming and driveshaft joints do not need to be disassembled so often. Thread to shaft diameter is increased by 85%. Flange design has increased diameters and radii to stop cracking and failure. Bearing sizes are increased and bearing design has been validated by Timken UK.

The result—the rotational noise has been eliminated and whilst these was no movement in the old bearings, once removed it was obvious that there was wear as this could be heard when rotated in a vice.