

December 2020 - Issue 2

TR TORQUE

Periodical newsletter of the TR Register Shropshire



Merry Christmas



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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!*

This is the second edition and thanks must go to Richard Humphreys, Greg Washington and Ian Kay for submitting articles and to Roger Critchley for writing what will become his regular spot and for the crossword..

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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.



Thank you to Richard and Chris Dewis for this festive photo



December is upon us and we find ourselves still with Covid 19 restrictions which depending upon where you are probably means you cannot get out much and meet up with people. Even if you can, many of us are choosing to stay safe and keep ourselves to ourselves.

A vaccine is on its way, here for some but others must wait. Even after we have been vaccinated it is apparent that we will still need to stay cautious.

At this moment in time we don't know what the immediate future will bring but we must hope that at some stage in 2021 we will all be able to start seeing each other and getting out and about in our cars hopefully together.

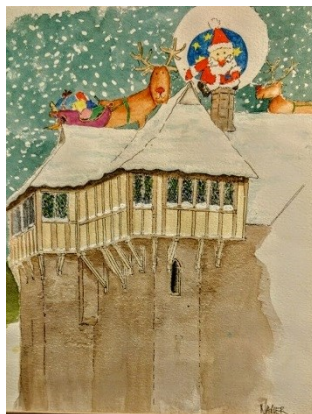
As you all know we still have the hotel in Buxton booked for our Spring Tour of 2020 now 2021 so it's fingers crossed that we will be able to have our tour after a year of waiting.

2020 has been a bit of a trial. It all started just before the proposed Daffodil Run when news was gradually filtering through that the pandemic in Italy, which at that time was becoming very worrying, was starting to spread into the UK. That event was cancelled at the last minute and then very shortly afterwards an advisory lockdown was announced followed by a compulsory lockdown.

After that many of us never strayed away from our homes which was sad because we ended up having a glorious Spring perfect for those weekend and mid week runs. The Spring Tour didn't happen except we did manage to get in a 'virtual tour' so not all was lost. Many of our gardens also benefitted from being cosseted with daily care and deck chairs and summer houses got more use than usual.

There is at least one fence that has been replaced and probably quite a lot of decorating has been done. There is also the odd TR250 that took shape quicker than it might otherwise have done!

Some of us did get out for the odd run these runs were featured in the last wish to submit a review of runs not the editor with as many photos as you



Happy Christmas from the Editor! Rudolph looks like he got rather a surprise when I caught in the act last year!



The Christmas pudding crop at Berrington Hall is doing well and should be ready for Christmas.

during the summer and some of edition of TR Torque. Should anyone featured so far please submit these to can muster.



Welcome to this the second issue of Shropshire Group's TR Torque. The first edition was enthusiastically received by members and it is a measure of its success that this edition can follow so quickly. Many thanks to those who contributed articles and particularly to Peter who both edits and publishes the magazine.

The plan for TR Torque is to provide items of wider interest to members. The TR Register is an international organisation and to reflect this Peter is in discussions with an Italian correspondent and I have approached a potential correspondent in Canada. Hopefully, this will give us an insight into the TR world in other countries.

One thing to concern us dedicated petrolheads is the proposed ban on the sale of petrol-powered and diesel-powered vehicles in the UK from 2030. The implications of this on the classic car fraternity are yet to be fully understood. The Federation of British Historic Vehicle Clubs is taking a stand on our behalf and a statement of its position can be found on page 10 of TR Action 326. It is reassuring to have the FBHVC, which represents all the historic vehicle clubs in the UK, fighting on our side. We must remember that the historic vehicle movements contribute £7.2bn to the UK economy each year.

Thank you for submitting your votes regarding the Group's AGM. 86% of you who voted were in favour of postponing the AGM to Tuesday 18th May. The AGM will, therefore, take place on that day.

2020 has been a torrid year for us with most events cancelled and only small runs having taken place in difficult circumstances. The road ahead still looks rocky, but we can take some optimism from the development of Covid vaccines. I remember, as a youngster, the times when diseases such as Smallpox, Polio and TB were rife, and inoculation was the only defence – but they worked. So many thanks to all those people working in back rooms to save us.

2021 could be a remarkably busy year as we play "catch up". The Register has put together a programme of events including the TS2 Relay. I told of some of these in my summary of the AGM, but you will find a more comprehensive list on page 56 of TR Action 326. I also mention TR TRips and there are details on page 38. And there are 50+1 Anniversary celebrations. All in all, a year to look forward to.

On a more sombre note, many of you will know that Steve Packard is unwell and undergoing a programme of chemotherapy. We wish him all the best for a speedy recovery.

Take care and stay safe over Christmas and the New Year.



Christmas Past



As there was no Turkey Trot this year here are some photos from previous years. Thanks to Helen Beresford, Roger and Helen Critchley and Paul and Cath Sedgley. *(These are the only photos of Christmas cars that I have—ed)*





Project 'Elsie' - Austin Nippy Restoration

By Richard Humphreys

If there was ever a bad time to do a car restoration it was in 1968-69. After helping a friend to do a full body restoration of a 1932 Alvis, I then bought a barn find Austin Nippy but as I was young, enthusiastic and naive I completely took it apart right down to the last nut, bolt and washer.



At the time I was in a business partnership and then I met my future wife Hazel (Big H!) and everything took a different direction and we got married and moved from Essex to Somerset, so I had to sell the Nippy as a large pile of bits!

Nearly 50 years later somebody told me about a 1934 Austin Nippy for sale. I was reluctant but after seeing 'Elsie' I thought "ok, this will complete the circle started in 1968, just a quick respray" so I bought her.



As we all know, as soon as I took off the wings I saw the tear in one wing, glass fibre, pop rivets, rust, etc. and knew it would be a major restoration, which finally took me about a year to complete, with great help from a good (if slow)

welder and electrician who has since done a sterling job on Gordon's TR6.



To do the restoration I had to knock down part of the back wall of my double garage to get 'Elsie' into my small barn/workshop, where it resides today in cosy hibernation, as Big H much prefers to go for jaunts in the TR4A or 6.

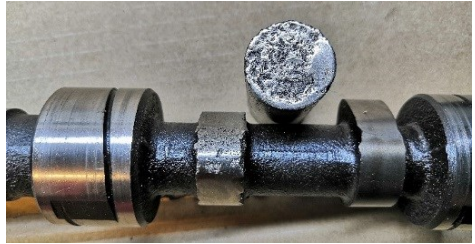


Greg's Little Engine Knock

By Greg Washington



My TR engine has always had an engine knock when cold. After Peter's experience of his ruined 6 engine (see *Edition 1 and photos below—ed*) caused by a failed oil pump and indicated by a minor ticking noise he couldn't track down, I decided to have a look for my noise. Upshot was, I found I had a cam follower that was sticking and wouldn't come out. When I eventually got it out,

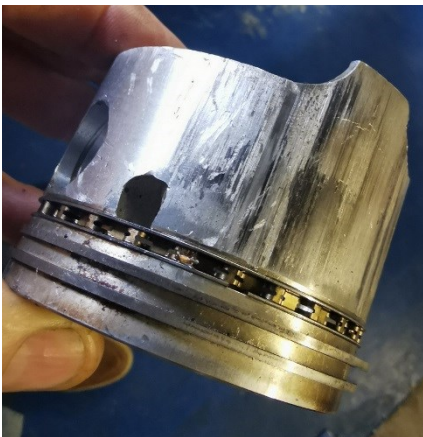


the bottom was well hammered and the hammer, the cam, was also damaged. If I'd looked 5 years ago when I got the car, it probably would not have been such a big job.



But at least I managed to find another prob-

lem. Whoever assembled the engine last time had shaved a ridiculous amount off the cam shaft front bearing giving me nearly 1/10th inch camshaft end float – more than 10 times the maximum allowed. Why would someone do that and was that the real cause of the cam follower damage? I'll never know but it is all fixed now.



One of Peter's TR6 pistons and cam follower after oil pump failure



FIFTY SHADES OF GREEN

Ian Kay



Well, okay, a bit of an exaggeration but certainly three, possibly four shades of green.

I first went to inspect my TR6 on a grey October day in 2016 and paid a second visit on a similarly dull day in November. It was a very clean looking vehicle with loads of photographic evidence of its nut and bolt restoration back in 2008 and plenty of documentation supporting its modest 7000 mile history since then. More importantly, it drove very well. The deal was done and I drove my first classic car back home. Pictured here is the pre-restored car in its factory colour red.



There was some slight cracking in the paintwork on the rear deck panel but otherwise all seemed pretty sound.

The big surprise was the first time I took the car out in bright sunshine! The front nearside wing was clearly a different shade of green and the passenger door looked suspiciously a shade or two different to the adjacent rear wing. Some observers failed to see it but as owners, we all know our cars better! I did find evidence amongst the history file of a wing repair back in 2012 but the door colour was a mystery.



Unfortunately, I could find no evidence of the car's restoration colour. I took it to a paint supplier who put their clever block meter on the boot lid and declared it was Ferrari Racing Verde. Sometime later I decided to have that rear deck repaired. The guy did his own check on the boot lid colour and declared it was a Skoda green. Imagine the disappointment! The repair was carried out and all looked good until another super bright day

when again, I could see a slight difference on the deck.

I guess sometimes we just learn to live with these little niggles?

Earlier this year I was unfortunate to pick up a couple of nasty stone chips at the front of the car and a really infuriating chip on the wing where I clumsily dropped a spark plug socket. Ouch! Added to that I noticed a little bit of the dreaded paint bubbling on the wing tip above the head lamp and some slight pimples on the scuttle plate. As we were headed into the first of the year's lockdown periods I decided to bite the bullet and tackle all of these issues in one fell swoop. A respray!



As you can imagine, there was loads of advice from my TR buddies including both good and bad experiences. In the end, I decided to go with a local bodywork shop who had previously done work for me on a couple of modern cars and perhaps more importantly, a really excellent job on a friend's TR7. The car was going to be in the shop for 4 to 5 weeks but what I found really comforting was an open invitation to visit the garage and see the progress of the work at any time.



Like so many other painting projects, the time taken is more about the preparation than the painting itself. I would estimate that the actual time taken to paint the car was perhaps a little more than one hour.

As it turned out, I was even given the opportunity to suit up and mask up and watch the paint spray process from inside the spray room. A truly fascinating skill.



I was undoubtedly fortunate in that the stripping down of the car and the rub down work revealed no particularly nasty hidden problems. If anything, the major issue appeared to be the paintwork itself which showed significant inconsistency in depth.

Beyond the actual cost of the respray, additional costs arising were things like light cluster gaskets, tonneau studs, new screen rubbers and door window seals. I was also forewarned that when the windshield was removed, the glass may possibly crack. Three days after its removal, it did just that! So, a new screen was obtained from Rimmers. Got a bit carried away here, taking a fancy to a screen with a green tint. A couple of days later I realised that the door glass may look a little odd so replaced those with tinted glass too. Truth is, the tint is so subtle the door glass wasn't really necessary.

I'm really pleased with the finished look and I'm comforted to have seen most of the work 'up close and personal'. As for the colour? No fancy name, just a number from a swatch compared with the offside wing but, it's ONE SHADE OF GREEN!



Whitchurch Wanderers

Ian Kay



The Wanderers are an informal group of Shropshire TR Group members, based in and around Whitchurch, who have formed a strong friendship through a common passion for their cars, a common sense of humour and a common view on life as the twilight years beckon.

Originally just four long time TR Register members, the group has grown over recent times to nine. The nickname came about by chance as a number of us registered for the Weaver Wander, an excellent event organised annually by the Crewe and Nantwich Rotary Club.

As we are an informal group, we have no agenda nor will we ever have. We have a



This photo was taken on a run to Ludlow. Social distancing par excellence yes? Taken during September when we were all expecting to be returning to some sort of normality. Wrong!



The photo shows some of the Wanderers' socially distanced TRs alongside the Alwen reservoir, just to the west of Llyn Brenig. Aren't we all looking forward to being able to do this

often enjoyed. We all enjoy the Derby Dales and Peak District but runs out there are less frequent due to the rather dull route options to reach this beautiful area of the country. We've got guys who have been organising runs for many years so there is never a shortage of route options. Sometimes a day out may be totally ad hoc, making it up as we go.

Whilst the fundamental object of our little group is to get out and enjoy our cars as often as possible, we also benefit from help and assistance whenever and wherever it's needed. There are many years of experience amongst us and it's extremely rare that a problem arises which has not been met before, and importantly, not been resolved before.

In short, we're a bunch of like minded souls who enjoy each other's company and share a resolve to be out there on the open road whenever we can.

WhatsApp group where we chat regularly exchanging not just car related stories but just about anything. As we're mostly retired we enjoy the luxury of being able to make short notice decisions about taking runs out based on weather predictions for the coming days.

We typically head off to Llangollen, gateway to Snowdonia, and enjoy runs all over North Wales. Mid Wales is equally popular and outings down through Shropshire and into Herefordshire are

“Our Correspondent in Italy

Peter Napier



Alberto Grisoni

A friend of mine Alberto Grisoni who owns a Triumph TR4a and who lives in Italy, has kindly agreed to keep us posted with the life of a TR4a in Italy. Alberto is a long time Anglophile and he has taken an active interest in what we are doing in the UK so it seemed like a good idea to ask Alberto if he would contribute to our newsletter.

During a recent trip to Italy by myself and my wife Rosanne, Alan and Nic Edwards, Phil and Alice Desborough and Gordon and Sheena Grant, Alberto and his wife Laura very kindly entertained us with a lavish dinner at their beautiful home close to Lake Maggiore.

Several years ago, I had the urge to drive to Italy in my TR4. With my wife’s family originating from Northern Italy, I have always had an affinity for the country, its people, its food and wine and its roads.

I decided that it would be good if I could meet up with like minded Italian TR owners and I set about trying to find someone who might fit the bill, so to speak.

This is where Alberto comes in. I managed to find Alberto through the TR Register (at least I think that is how I found him) and I got in contact with Alberto who it turns out has visited the UK many times and on occasions he has driven here in his white TR4a which he has owned for a great many years. He has also driven here on his motor-bike.

By a coincidence, my brother in law was until recently working for the EU at Ispra on the other side of the lake from where Alberto and Laura live and where he had a flat which Rosanne and I would visit occasionally.



TR4 and TR4a in Rhuthin

On one such visit in 2015 we met up with Alberto and Laura for the first time and immediately found a common interest in TRs, Triumphs, and life in general. Alberto even let me drive his TR4a.

Then, in 2015, Alberto and Laura came to the UK in their TR4a and we joined them for

a tour from Shrewsbury to Llandudno, Conway Castle, Porthmadog, Welsh Highland Railway to Caernarfon and then a lovely drive down through mid Wales to Hay on Wye where we parted company.



Alberto and his TR4a on the front cover of an Italian Motoring Magazine in 2004



Peter and Alberto, Arona, Italy in 2015



Peter and Alberto near Hay on Wye

Storycar, Inarzo, Italy



Storycar is a classic car repair and restoration garage in northern Italy near Varese. The garage specialises in English sportscars.

It is where Alberto Grisoni, has his TR4 maintained.

In 2018, during their tour to Italy and back Peter and Rosanne (TR6), Phil and Alice (TR6), Gordon and Sheena (TR5) and Alan and Nic (TR5), were shown around the garage by the owner Signor Tinori.



In the garage at the time they visited were a Jaguar SS with a Daimler donor car sitting outside which had recently been imported from Argentina just for the engine parts!

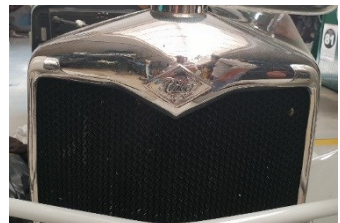
The garage had several bays and all were occupied by one sort of classic car or another and with other cars parked around and about with a Riley, Daimler Dart, Bentley and an Austin 7, Land Rover and much auto memorabilia.



One of the amazing cars in Storycar during the visit—this one is a Riley



In the evening Alberto and Laura entertained us with a wonderful meal.



Ideas for Future Runs - Gospel Pass

by Peter Napier

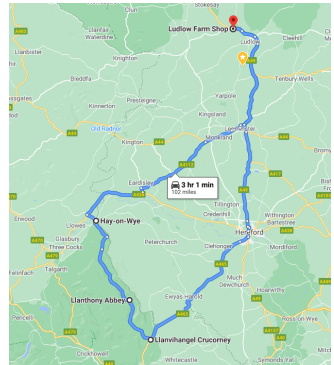


Members are invited to submit ideas for a future runs that may be new to them or they may be runs from the past that they would like to do again or that they have done and others may not have.

Members may also wish to know of a useful Facebook group called 'Great Roads' which has a membership of like minded drivers who have posted a great many exciting looking drives many of which are in the UK. Malcolm Ling and Peter Napier have contributed.

Here is one suggestion taken from that group. The drive is over the Gospel Pass, Wales which is the highest pass in Wales. It is in the Black Mountains, runs from Llanthony to Hay on Wye, being best driven in that direction. Malcolm Ling also recommends this run.

The run would be approximately 100 miles starting from Ludlow



Aerial view of the Gospel Pass road

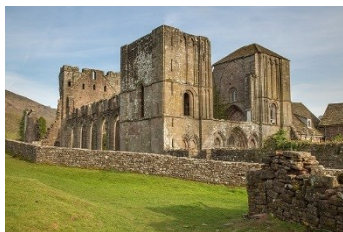
Food Centre and would follow a direct route along the A49 to Leominster and then to Hay on Wye itself a lovely drive.

The route from Ludlow Food Centre would follow a direct route along the A49 to Leominster and then to Hay on Wye itself a lovely drive.

After Hay on Wye the route would follow the road to Llanthony Priory and over the Gospel Pass.

The lane snakes its way to historic Llanthony Abbey and up to the 1,801ft-high (549m) Gospel Pass – folklore has it that St Paul came this way taking the bible to Wales. The pass is flanked by the peaks of Waun Fach (811m) to and Hay Bluff (677m), which is also the English border.

There are stunning views north over the Wye Valley and south over Vale of Ewyas.



Llanthony Priory

At Llanthony Priory the plan would be to have a walk around the ruins and take coffee at the Llanthony Priory Hotel and after another short drive we could take lunch at The Skirrid Mountain Inn in Llanvihangel Crucorney.



This is supposed to be the oldest public house in Wales, the Skirrid's history reputedly going back to the Norman Conquest. The Inn's menu focuses on lasagne, steaks and other pub favourites. On the other hand, we could always have a picnic somewhere.



Idea for a Future (Open Road) Run - Marcher Castles

by Peter Napier



For anyone having an interest in ruined castles, this would be a day out starting from Ludlow Food Centre (yes again—they do a great breakfast!). At approximately 100 miles and three hours of driving time with regular stops this should be an onerous run—unless you don't like castles!!



As the idea is primarily to visit as many castle as is feasible in a day, have an amble around each AND get in a good lunch or late afternoon meal somewhere the run will take the direct route south along the to the first stop which would be Skenfrith Castle (11.10am—55miles—1hr 7m). Stay here for 45 mins—leave

say 12.00pm

The drive would then take us north to Grosmont five miles and 10 minutes away (arr 12.10 and leave say at 13.00.).



Still driving north the next stop would be Longtown Castle which is a bit further at 9 miles and 20 minutes. That would bring us to say 13.30 with a good walk around the castle (and the nearby garrison church



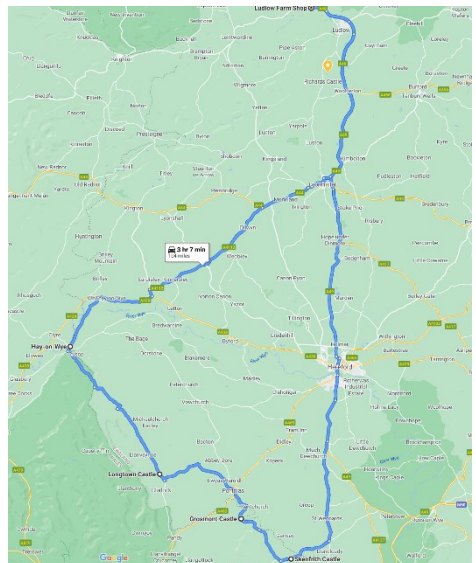
for those who are interested) and we should be ready for some lunch by 15.00?

There are a number of good hostleries on the way back north and we would pick one of these that has a good car park.

The run there and the run back will be along open roads and, for those that wish to, there will be plenty of opportunity (subject to traffic and speed restrictions) to open the throttle.

Another idea would be to extend the castles to Pembridge, Raglan, Usk and Goodrich and to take in wonderful places such as the little church of St Issui at Partishow and the interesting Abbey Dore and the Norman Romanesque carvings at Kilpeck.

This would probably require a weekend for those that are interested and I can think of a few who are not! Again, lots of interesting places to stay such as the Llanthony Priory Hotel, The Old Rectory Hotel or The Manor Hotel in Crickhowell.



Previous Runs — members are invited to submit details of interesting runs they may have had. Peter Napier kick starts this by referring to a tour in 2018.



Four TRs to Italy 2018 by Peter Napier

After a year in the planning four TRs set for Italy in September 2018. In the party were myself and my wife Rosanne Napier in our TR6, Phil and Alice Desborough in their TR6, Gordon and Sheen Grant in their TR5 and Alan and Nic Edwards also in a TR5. The 3,000 mile round trip took a week to get to Italy and a week to get back with a week spent in a villa near to where Alberto Grisoni lives.



The journey to the Chunnel was uneventful and after a night in Folkestone where we partook of a good curry, we boarded the train and set off for France. For anyone who hasn't taken the train to France you would be

On the Chunnel train surprised how smooth and quiet it is and you wouldn't know you are in a tunnel at all. The journey takes about half an hour and disembarkation takes just a few minutes and you are off onto the motorway system.



The route to Italy

There are just two routes onto the motorway out of Calais Tunnel Terminal — east and west so only a 50% chance of going the wrong way which is exactly what we did! Fortunately we all took walkie talkies. Unfortunately they only work when you are fairly close together and not when one car goes one way and three go the other!

It takes just seconds to realise you have gone the wrong way and then on French roads miles and miles to



Reims—Geux Grand Prix pits of no use.

get back on the right track because they don't have many places to turn around. It also helps to have mobile phone numbers to hand (which Rosanne and I didn't) for the times when the walkie talkie is



The group (less the photographer) at the Simplon Pass

We did eventually find ourselves once again reunited and driving along superb French roads. There really is no experience like it. Completely empty of other cars, beautiful sunny weather and smooth roads with long straights and sweeping bends.

During the first week we stopped at Laon, Reims, Metz, Montbelliard, Montreux and then over the Simplon Pass to our villa near Stresa.

On the way down we visited some interesting places including the remnants of the Reims—Geux Grand Prix racing circuit which now stands by the side of the road as a lasting memorial to the days of pre 1950s grand prix motor racing.

The second week was spent relaxing in our villa with views overlooking Lake Maggiore and driving to see local sights. Alberto was



Our villa for the week



Cascata del Toce

on hand to show us around the wonderful area that he lives in. The first outing he took two of our cars on, the others wanting a day from driving, was to the spectacular waterfall Cascate del Toce which is about an hour and a half's drive from where we were staying.

The drive there and back was spectacular with wonderful mountain scenery and Cascata del Toce is considered one of the most spectacular waterfalls in the Alps. The drive involved a long helical tunnel taking us completely 360 degrees several times to rise 600 feet. The tunnel was built to replace steep winding roads which heavy lorries required



Alberto's TR4a and Peter's TR6 at Stresa Navigation for the boat to Isola Bella

in building and servicing the hydro electric power station at the top of the road couldn't manage.



Isola Bella

During the week in Italy, the Alberto gave us a guided tour of the beautiful island of Isola Bella and the Palazzo Borromeo taking the boat from Stresa. Later in the week we took a drive over to Lago Orta and had a walk around the lovely town of Orta San Giulio where we



Phil and Al in deep conversation with the island of Isola San Giulio in the background.

took coffee and had a wander around the shops and generally soaked up the beautiful weather.

Al and Nic left us after week two to take the car train home which left three cars and we made our way back through Switzerland and France visiting places like Grindelwald and Colmar on the way. We also had a more sombre day at Ypres and the Tyne Cot Cemetery.

Members Other Pursuits



Bird Boxes

Richard Humphreys

Richard has recently been working around 'Elsie' making bird boxes and now half the village wants one! No more orders please for any more boxes, even Christmas boxes!

(For those of you wondering whether Richard has taken up smoking cigars, he hasn't—that's a hammer in his mouth! - ed)



TR and Classic Car Facebook Groups



The Michelotti Cars Facebook Group

This is a private group set up Tony Calo, who is a friend of Michelotti's son, Edgardo Michelotti. This a private group featuring only cars designed by Giovanni Michelotti. The founder of the Group also organises an annual 12 Alpine passes in 12 hours event.



The Michelotti Cars

Private group · 23K members



Great Roads Facebook Group

This is a private group set up by the founder of the Michelotti Car Facebook Group, Tony Calo. Members send in suggested routes for great drives and these are inserted into an interactive map with information on suitable stops, places of interest, hotels and lots of other information. A very good group with lots of UK and Ireland runs as well as pan European.



Great Roads

Private group · 471 members





The Ten Commandments of the Triumph Collector

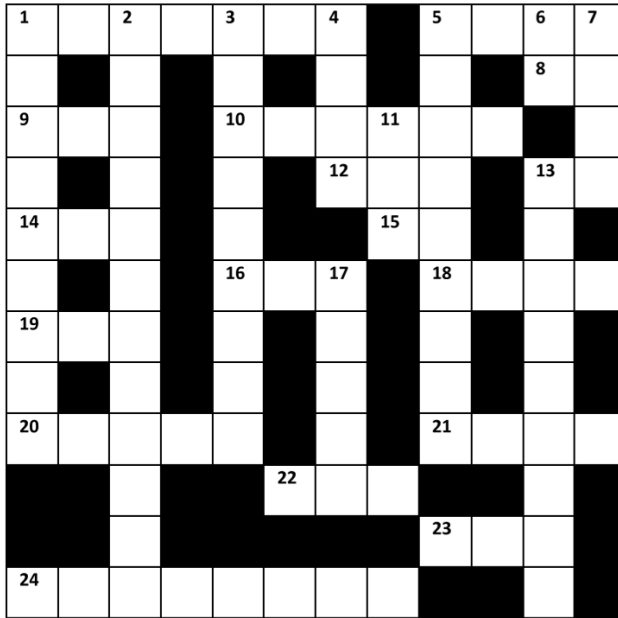
1. Thou shalt not store thy Triumph out of doors
2. Thou shalt not covet thy neighbour's Triumph, nor his garage, nor his tools, nor his manuals (not sure about his wife though).
3. Thou shall love thy Triumph as much but not more than thy wife.
4. Thou shalt not despise thy neighbour's Nissan, nor his Lada, nor his MGB!
5. Thou shalt not let thy daughters nor their sons marry during the holy days of Brooklands and Silverstone, nor on the weekends of the Classic Le Mans nor any person not owning a classic Triumph.
6. Thou shalt not deceive thy wife into thinking that thou art taking her for a romantic Sunday drive when, indeed, though art going to look for yet another Triumph (or any car)!
7. Thou shalt also not deceive thy wife by claiming that the necessary expenditure was for something other than more spares for thy Triumph.
8. Thou shalt not buy thy wife a trolley jack for Christmas.
9. Thou shalt not tell thy wife the true cost of thy latest restoration, at least only in dribs and drabs.
10. Thou shalt not promise thy spouse a new addition to the house and then use it to store Triumph and spare parts.
11. Thou shalt not use thy wife's sparkling new oven to dry off engine parts in.
12. Thou shalt not use the family conservatory in any circumstances to spray parts in very cold weather (or at any time).
13. Thou shalt not use the excuse of working on thy Triumph as a reason for getting away from thy wife. This is the most serious of the sins of Triumph ownership.

With thanks to Alice Desborough

Roger's Critchword No1—"Triumphant"



Have you ever had a cross word from Roger C? Well you have now! Answers to the clues will be included in the next edition.



ACROSS

- 1 Our cars (7)
- 5 Yearn (4)
- 8 Not the passenger's side (abv.) (2)
- 9 Often Greek (3)
- 10 Jasmine & Mimosa are shades of (6)
- 12 Make livelier (3)
- 13 A bit of a ... (2)
- 14 Usually used with a bolt (3)
- 15 A Citroen (2)
- 16 Essential fluid (3)
- 18 Keeps you dry (4)
- 19 Often suffixed to the price of a car for sale (abv.) (3)
- 20 Supplier of Azerbaijan crude (5)
- 21 A short journey (4)
- 22 Fitted to all new cars sold in the EU since 2014 (abv.) (3)
- 23 Not a Champion (3)
- 24 1930s and 1970s model range (8)

DOWN

- 1 Oil these (9)
- 2 For bright sparks (8,4)
- 3 You could have travelled to America in this car (9)
- 4 A 1965 film (4)
- 5 Transfers motion (4,5)
- 6 Negative (2)
- 7 Put a tiger in your tank (4)
- 11 Modern lighting (3)
- 13 These work with IRS (4,5)
- 17 a.k.a. The Prince of Darkness (5)

Quiz



Caption competition. What else could Roger be saying to Santa? Best answers will be published in the next edition.

Parts for Sale

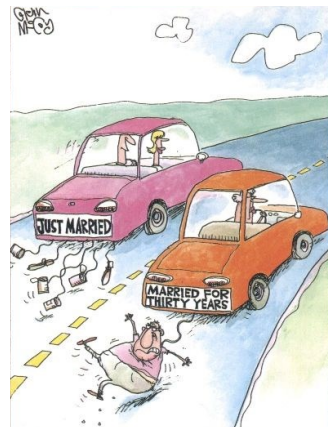
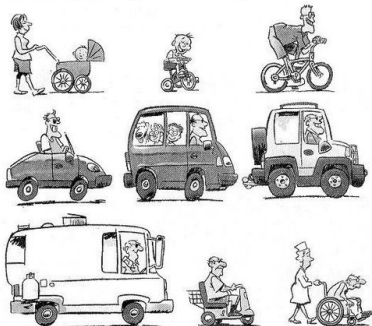


TR4 pressed steel wheels

A set of five original pressed steel wheels for TR4
(A) No rust or dents. Including five Michelin
tyres.

Contact: Jim Cook on 01743 860410

The Wheels of Life



Auction Results 2020



Values of our cars is always a hot topic of conversation so here are a few examples from auctions in 2020. They have been taken from www.glenmarch.com/cars/results where full details of the cars may be found.

TR4

1964	Dec	Paris	€	33,340	1962	Aug	Morris Leslie	£18,700
1963	Nov	Silverstone		£31,050	1962	July	H&H Classics	£15,750
1964	Sept	Bonhams		£23,625	1967	June	SWVA Online	£19,250
1962	Aug	Morris Leslie		£18,700	1964	June	Anglia Car	£6,360
1962	Aug	Morris Leslie		£16,000	1965	June	Sothebys	£18,150
1964	Aug	Anglia Car		£21,600	1965	Jan	Anglia	£18,020
1962	Aug	Morris Leslie		£16,000				

TR6

					1974	Sept	CC Auctions	£23,865
1971	Nov	Hampsons		£12,000	1969	Aug	Matthewsons	£9,900
1975	Nov	Anglia		£14,575	1974	Aug	Anglia	£14,840
1974	Nov	Anglia		£4,860	1971	July	Silverstone	£28,125
1975	Nov	Anglia		£11,880	J1972	July	Historics	£57,732
1971	Nov	Anglia		£15,660	1973	June	CC Auctions	£23,000
1973	Oct	SWVA		£14,300	1975	June	CC Auctions	£20,900
1972	Oct	SWVA		£13,000	1969	June	Anglia	£17,755
1969	Oct	SWVA		£14,750	J1970	June	Sothebys	£28,600
1974	Oct	H&H		£18,000	1973	April	H&H	£18,000
1973	Oct	H&H		£12,375	1974	March	Mathewsons	£17,738
1972	Oct	Matthewsons		£17,738	1971	March	DVCA	£16,500
1971	Sept	Barons		£19,800	1972	March	Brightwells	£19,936
1973	Sept	Bonhams		£12,937	1974	March	Brightwells	£14,000

TR5

1968	Dec	CC Auctions		£48,840	1968	Sept	Historics	£38,488
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TR250

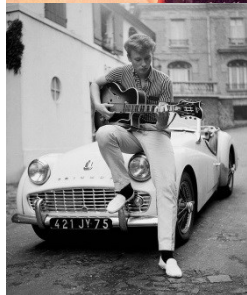
1967	Nov	Silverstone		£31,000
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TR3A

1959	Dec	Historics		£20,160	1959	June	CC Auctions	£25,575
1960	Sep	R Edmonds		£18,000	1960	Aug	Brightwells	£27,440
1958	Aug	Hampson		£16,200	1957	July	Silverstone	£27,563
1959	Aug	Anglia		£9,720				

Triumph TR Fashion

Rosanne Napier





Upcoming Events



There still isn't much going on due to Covid 19. The following events are for your diary:

January

14-17 Auto Sport International, NEC, Birmingham

19 CLUB NIGHT – DETAILS TO BE CONFIRMED

30-31 Monte Carlo Rallye Historique, Monaco

February

7 MG & Triumph Spares Day, Telford International Centre, Overdale, Telford, TF3 4JA – TR Register Stand

16 CLUB NIGHT – DETAILS TO BE CONFIRMED

21-22 ~~Race Retro, Stoneleigh Park~~ CANCELLED – NEW DATE TBA

TBA SHROPSHIRE GROUP'S SNOWDROP RUN

IMPORTANT INFORMATION REGARDING FUTURE EVENTS

Shropshire Group's Tour of The Peak District, 9th to 13th May.

Group AGM – Tuesday 18th May

Practical Classic's Classic Car & Restoration Show scheduled for 26th to 28th March at the NEC has been moved to 11th to 13th June again at the NEC. Tickets purchased for March 2020 will be valid for these new dates

TS2 visits the Shropshire Group – 13th to 15th June 2021. Details TBA

50 Years of the TR Register Celebration Day at British Motor Museum, Gaydon. 11th July 2021

Standard Triumph Picnic. The 2020 event was cancelled and will be rescheduled for 2021. Exact dates not yet available.

Triumph Weekend (aka the TR International Weekend) - dates and venues have been set for the next two years:

13–15 August 2021 – Three Counties Showground, Malvern

19-21 August 2022 – Staffordshire County Showground, Stafford.

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