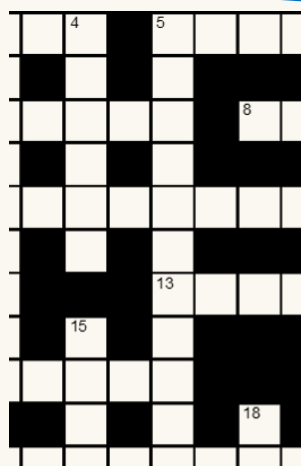




Michelotti/Standard Triumph flag badge



Roger's Ramblings on Page 4 including a forced stop for some electrical repairs.



Crossword Page 14

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PAGE



An article about Shelsley Walsh by Roger Critchley on Page 6

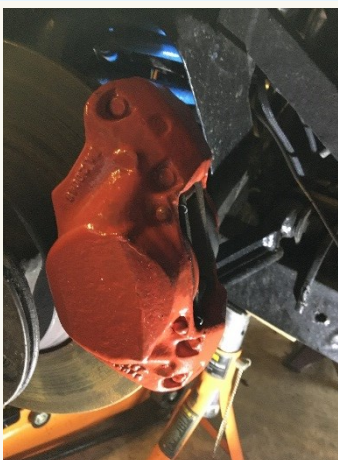


Alberto Grisoni, our correspondent in Italy, writes about his trip to the Verona with his wife Laura in their TR4a and his meeting with Edgardo Michelotti—page 9



Roger Critchley writes about clutch replacement on his Porsche Boxter on Page 12

Peter Napier takes up water-colour painting during lockdown and here includes a rendition of his TR6 at Hartington Garage.



Chris Appleton's update on works on his TR on Page 11



Alberto with Edgardo Michelotti

CARS WANTED AND FOR SALE
on Page 15

Preface



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Articles for publication are welcomed provided that they are relevant to the Group such as:-*

Restoration projects.

* *Technical* do you have a particular experience?

* *Runs out with your cars either individually or in*

a group.

* *Future events*

* *Anything that Members may feel would be of interest to the Group beyond TRs.—ie anything!*

All opinions expressed by contributors will be their own and are not necessarily the views of the editor, the TR Register or the Shropshire Group.

The Editor reserves the right to edit content and to moderate submissions.

Upcoming Events



JANUARY	
13/1	Autosport International Show, NEC, Birmingham - POSTPONED
18/1	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
23/1	MG & Triumph Spares Day, Telford International Centre
FEBRUARY	
15/2	Group AGM & Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
20/2	The Snowdrop Run
MARCH	
15/3	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
18/3	Classic Car & Restoration Show, NEC, Birmingham - to 20/3
19/3	The Daffodil Run
APRIL	
3/4	Interclub Meeting, Loton Park Hill Climb Alberbury, Shrewsbury
16/4	Interclub Meeting, Loton Park Hill Climb Alberbury -to 17/4
17/4	Weston Park Motor Show - to 18/4
19/4	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
23/4	Sandbach Festival of Transport
24/4	FBHVC Drive -it -Day
30/4	Llandudno Transport Festival - to 2/5
30/4	Donington Historic Festival, Donington Park, Castle Donington - to 1/5

MAY	
1/5	Spring Motorfest, Chetwynd Deer Park, Newport
7/5	Speed into Spring, Shelsley Walsh Hill Climb, Worcester - to 8/5
8/5	Yorkshire Dales Tour - until 12/5
14/5	The Weaver Wander
14/5	Marches Transport Festival, Ludlow Castle - to 15/5
14/5	Midland Championship Meeting, Loton Park Hill Climb Alberbury, Shrewsbury to 15/5
17/5	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
21/5	Rally Legends, Shelsley Walsh Hill Climb, Worcester
29/5	Bromyard Festival of Speed, Bromyard, Worcs
JUNE	
4/6	Tatton Classic & Performance Car Spectacular - to 5/6
4/6	Best of British, Shelsley Walsh Hill Climb, Worcester - to 5/6
10/6	Le Mans - race 11/6 & 12/6
11/6	Seaside Run
11/6	Midland Championship Meeting, Loton Park Hill Climb Alberbury, Shrewsbury to 12/6 - includes TR class
12/6	TR Tours - Ireland - to 17/6
17/6	TS2 with Shropshire Group until 18/6
21/6	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
23/6	Goodwood Festival of Speed, Goodwood, Surrey -to 26/6
25/6	Shrewsbury Food Festival, The Quarry, Shrewsbury - to 26/6
25/6	Mid Shropshire Vintage Club, West Mid Showground, Shrewsbury -to 26/6
25/6	Summer Spree, Shelsley Walsh Hill Climb, Worcester - to 26/6
30/6	Le Mans Classic - to 3/7
JULY	
1/7	British Grand Prix, Silverstone - to 3/7
3/7	TR Tours - TRs & Trabants, Romania - to 9/7
3/7	Vintage Meeting, Shelsley Walsh Hill Climb, Worcester - includes TR class
10/7	Shrewsbury Classic Car Festival, Longden, Shrewsbury - Club run
10/7	Classic Motor Show, Walsall Arboretum, Walsall
16/7	Classic Nostalgia, Shelsley Walsh Hill Climb, Worcester - to 17/7
17/7	Wem Vehicles of Interest Show, Wem
19/7	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
29/7	Oulton Park Gold Cup weekend - to 31/7
31/7	Audlem Festival of Transport
AUGUST	
6/8	Interclub Meeting, Loton Park Hill Climb Alberbury, Shrewsbury to 7/8
13/8	Championship Challenge, Shelsley Walsh Hill Climb, Worcester inc TR class on 14/8 - to 14/8
16/8	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
19/8	Inter-club Triumph & MG Weekend, Stafford - until 21/8
26/8	Silverstone Classic Weekend, Silverstone - to 28/8
27/8	Interclub Meeting, Loton Park Hill Climb Alberbury, Shrewsbury to 28/8
28/8	Shrewsbury Steam Rally, Onslow Park, Shrewsbury - to 29/8
SEPTEMBER	
4/9	Classic & Retro Show, Himley Hall, Dudley

SEPTEMBER	
4/9	Classic & Retro Show, Himley Hall, Dudley
7/9	TR European Meeting, Sweden
10/9	Vintage Sports Car Club, Loton Park Hill Climb Alberbury, Shrewsbury -to 11/9
16/9	Goodwood Revival, Goodwood, Surrey - to 18/9
17/9	Harvest Festival Meeting, Shelsley Walsh Hill Climb, Worcester - to 18/9
20/9	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
24/9	TR Tours - Loire Valley, France - to 1/10
24/9	MSUK Championship Meeting, Loton Park Hill Climb Alberbury, Shrewsbury - to 25/9
OCTOBER	
8/10	Group Run TBA
18/10	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
NOVEMBER	
5/11	The Autumn Run
11/11	Classic Motor Show, NEC, Birmingham - to 13/11
15/11	Club Night - The Fox & Hounds, Wytheford Road, Shawbury, SY4 4JG
DECEMBER	
4/12	The Turkey Trot
20/12	No Club Night

Roger's Ramblings

Message from our Group Leader



Looking back on 2021, it seems that the year was not the total wipe out that I had expected. Since lockdown was lifted, in July, the Shropshire Group has had a fairly busy time.

Our Wild Wales Run was originally scheduled for 29th September but nobody could obtain enough petrol to fill their TRs! The fuel situation quickly stabilised, and we were able to hold the run on Wednesday, 13th October. We set off with 13 cars from Battlefield, Shrewsbury travelling through Ellesmere and Llangollen to the Ponderosa Café at the summit of The Horseshoe Pass.



At the Ponderosa Café - in the

Here we were joined by a further 9 cars which had driven across from North Shropshire. All 22 cars took a circuitous route to Bala for lunch. The popular place was the Fish & Chip café where the size of the portions took everybody by surprise.

Nobody was able to clear their plate! We returned to Shrewsbury by driving over the Berwyns. There was a marvellous sight in my rear-view mirror of 21 TRs stretched out across the hills behind me. The total distance covered was 108 miles.



Bala Car Park

Saturday 6th November was the day of our Autumn Run. 23 cars (21 TRs, a Citroën DS and a Porsche) met at Emstrey, Shrewsbury and drove to Arley Arboretum via Ironbridge and Bridgnorth. It was Market Day in both towns and our procession of cars through both Market Places was welcomed by waving shoppers. Arley Arboretum is to be recommended and the colours of the trees, at that time of the year, were magnificent.



Arriving at Arley Arboretum

We must visit again in the Spring. Our drive back took us through Bewdley and the Wyre Forest - an abundance of Autumn colours. The run finished with lunch at The Plume of Feathers on Harley Bank. An excellent run and no cars lost!



Arley Arboretum

The 19th November was the funeral of Nigel Hardy. Many members attended as a mark of respect for Nigel and to show our support for Jo. Jo had set up an online donation page in Nigel's memory and over £2,500 was raised for the British Heart Foundation

As is usual, our finale of year was the Turkey Trot.

We met at Battlefield Services, Shrewsbury and drove via Newport to the Christmas Food and Craft Fayre at Weston Park.



Weston Park

A couple of hours were spent at the Fayre but I was worried that we would arrive too early at The Fox & Hounds for lunch. Fortunately, I broke down just before leaving Weston Park.

The fuse holder on the feed to the fuel pump had broken; not burnt out but physically broken. Greg and David quickly by-passed it and we were off with just enough delay created to arrive at the Fox and Hounds exactly on time!



"This is much more fun than a Christmas Fayre!"

A few members had gone directly to the pub and, in total, we had 59 people sitting down for our Christmas meal. The Fox and Hounds did us proud. Both the food and the service were excellent.

The usual Christmas Quiz was judged after the meal. Initially there was winner but after a number of good humoured protests involving, what I maintain to be, fake birds it was declared that everybody had won and the prize, a tin of chocolates, was shared out.

The afternoon was rounded off with the Secret Santa draw.

During the Summer months, the TR Register held three online seminars by Dr Paul Ireland on the subject of "Modern Fuels, Classic Engines". These last about an hour each and explore the impact of ethanol fuel on our cars. They are available on the TR Register's website. To access them you need to log into the Members Area where you will find a link to "Video Seminars". I have watched the first one and found it most interesting although it revealed some alarming facts.

So that was 2021 and we are now into a new year. Our first run will be The Snowdrop Run, at the end of February, which Gordon is organising for us. I look forward to seeing more of you this year than I was able to in 2021.

Roger

Shelsley Walsh Classic

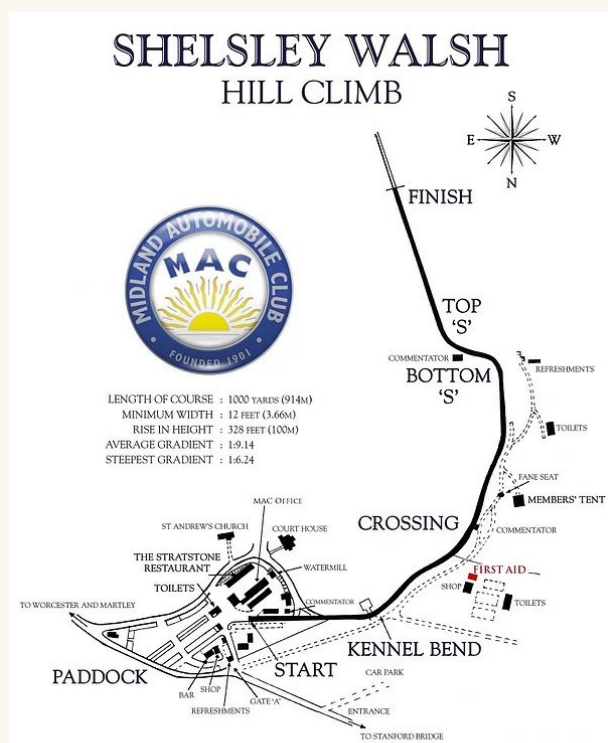
Roger Critchley



Shelsley Walsh Classic Nostalgia Weekend 17th & 18th July 2022

We are very lucky to have two excellent Hill Climb venues within easy reach of our Group's area. Loton Park is in Alberbury, near Shrewsbury, and Shelsley Walsh is only 43 miles away from Shrewsbury and is situated between Tenbury Wells and Worcester.

The first event at Shelsley Walsh was held on the 12th August 1905 and was won by Ernest Instone driving a 35hp Daimler. Since then, the course has been in continuous use (wartimes excepted) to the present day. This makes it the oldest motorsport venue in the World that still uses its original course.



The course was 992 yards in length, but it was extended to 1000 yards in 1907. The hill climbs 328 feet with an average gradient of 1 in 9 - increasing to 1 in 6 in places. This makes it a notably steep course by today's standards.

This steepness rewarded cars with power and the times between the most powerful cars and the others is more pronounced than at similar venues.

Initially, each car had to compete with full touring trim and a full complement of passengers. Additionally, cars of 20hp and more had to carry four-seater body work - and each seat had to be occupied! These rules were rescinded in 1913 which meant that specialist racing cars were now eligible to compete.



Early days at Shelsley Walsh

The published results list many famous makes some of which are now extinct:

De Dion-Bouton, Daimler, Berliet, White, Alldays, Crossley etc in the 1910s

Talbot, Sunbeam, Aston Martin, Buggatti, Frazer Nash, Vauxhall etc in the 1920s

Fraser Nash, Maserati, ERA in the 1930s

Post-World War II more specialised cars emerged. Whilst the hill has remained unchanged the times haven't. The 1905 winner conquered the hill in 77.6 seconds - the 2021 overall winner completed it in 22.37 seconds!



On the Hill

Shelsley Walsh Speed Hillclimb was established by the Midland Automobile Club after they were no longer able to use their original venue, Sun Rising Hill near Stratford-upon-Avon.

During the last 116 years, The MAC has developed the site from just a hill into a very attractive venue with bars, shops, food outlets, a very fine restaurant and hospitality facilities. There is even an ancient Grade II Listed working watermill which grinds flour for purchase.



The Watermill

The Paddock is open to all visitors. It consists of a series of open fronted and open sided sheds. These have been there since the very early days and look as if a good wind would blow them away.



The Paddock

However, on race days the Paddock is a hive of activity with cars coming and going as well as being worked on. A very busy but friendly atmosphere prevails.



In the Paddock

Many famous drivers have competed at Shelsley Walsh including S F Edge, Archie Fraser-Nash, Earl Howe, Raymond Mays and Henry Seagrave. Stirling Moss competed here as a teenager in 1948.

Also cutting his teeth at Shelsley Walsh in 1948 was Murray Walker. The broadcaster made his first appearance behind the microphone here. He later admitted that he was trying to impress the BBC top brass who were in attendance. It worked. Murray went on to commentate at the 1949 British Grand Prix and the rest is history!



Simon Taylor unveils the Murray Walker Plaque

Simon Taylor, the former FI commentator and a founding editor of "Classic & Sportscar" magazine unveiled a plaque for Murray at the 2021 Classic Nostalgia Weekend.



Vintage Piccard-Pictet attacking the hill

Shelsley Walsh, however, has not forgotten its roots and each year holds a Vintage Meeting and the very popular Classic Nostalgia Weekend. This later event is aimed at Classic Car Clubs. Stands are available as are dedicated parking areas.



Classic Car Parking at Shelsley Walsh

On Sunday 18th July 2021, a handful of us met at Harry Tuffin's in Craven Arms to drive to the Classic Nostalgia. I had not booked a Club Stand because there was only a few of us and I believed that if we arrived together then we would park together. Wrong! We were split up on entry. Steve Buxton with his car was sent to the Concours car park - and quite deservedly so. Richard and I were dispatched to the bottom of a field and what happened to the others is still a mystery. However, we did keep bumping into one another as we perambulated around Shelsley Walsh.

A highlight of the weekend was the flies-past by aircraft of the RAF Battle of Britain Memorial Flight. Saturday's visitors were treated to a display by a Hawker Hurricane and on Sunday the Douglas C47 Dakota flew by.



Douglas C47 Dakota

There was an eclectic mix of cars in the Paddock from tiny pre-war racers and monsters like the Napier Bentley through to more modern performance cars such as Audis and Subarus. All tastes were catered for. A great atmosphere ensued.

One of the best joys of the Classic Nostalgia Weekend is wandering around the spectators' car park. There was all manner of classic cars of various conditions and value. It was a very nice place to be - just chatting to complete strangers about old cars.

I mentioned earlier that the focus of the Nostalgia Weekend is on Classic Car Clubs. Hagerty Insurance sponsored a club award for each day. Saturday's award went to the Knighton Historic Vehicle Club whilst Sunday's was presented to the Worcestershire Riley Register which fielded a display of 25 Pre-War Rileys!

Most classic car events now feature a Concours d' Elegance. This was no exception. Cars manufactured before 1985 were eligible for entry and there were five classes - Pre-War, 1940s + 50s, 1960s, 1970s and 1980s.

Best in Show was awarded to a 1959 Morris Mini-Minor.



Best in Show

This car was originally owned by the late John Bolster. John Bolster was a motoring journalist, a former Technical Editor of Autosport and the author of several motoring books. The car was a pre-production model and was supplied new by BMC to Bolster as a long-term test car. Most test cars were returned after 12 months but Bolster kept the car until the early 1980s before gifting it to his stepson who kept it for a further 20 years. An article about this car can be found in the October 2021 issue of "Classic & Sports Car".

Of course, Shelsley Walsh is really all about the hill. The fastest time of the weekend was 29.38 seconds recorded by George Brown in a Mallock Mk17.

The 2021 Classic Nostalgia was a welcome release from lockdown and our visit was far too brief.

I would like to go back again in 2022, book a stand and take enough cars to lift a club trophy. Are you up for it?



16th to 17th July 2022

Letter from our Italian Correspondent

Alberto Grisoni



Lesà, 18th Jan 2022

Here we are, another year is over ...we are just a little bit older and our TRs the same. For us it is not good news , for the TRs it is probably better.

As in the rest of Europe, Omicron is raging in Italy but it is causing less problems than variant Delta.

Weather is unusual as this winter we had the snow in the lowlands only once, while the mountains are white only over 2000 metres. Usually , when this happens, we have a lot of snow later on, maybe at the end of March.

On Lago Maggiore, in this mid January, it is five degrees centigrade below in the morning and seven above in the afternoon. It is very dry and sunny. They spread large amounts of salt on the roads and this discourages me from taking the TR out of the garage.

Last October, Laura and me decided to jump in the TR4 and spend a night in the noble town of Verona (as Shakespeare called it). Verona is located 140 miles from our town at Lago Maggiore. We entered the motorway passing besides Milan and leading to Venice. Verona is 70 miles before the Lagoon.

The car ran extremely smoothly as usual and our mini holiday passed happily wandering about in deserved relaxation. Then, on the way back home, something happened. We were cruising at 75mph when the engine started to show some uncertainty, as if the with fuel starvation.

A few miles later the car was running really badly and started to bang loudly from under the bonnet. We were just near the exit Sirmione-Lake of Garda. I stopped and by a process of elimination one cylinder at a time, I discovered that the problem was in cylinder two.

I supposed also that the fault was due to the inlet valve letting the burnt gasses flow back through the carburettor.

With the motorway telephone we called the Assistance and they trailed us to the nearest garage. We were lucky enough as the owner was a man in his early seventies with a passion for classic cars. The garage itself was a big one, very tidy and clean. Mauro, this was the name of the mechanic, confirmed my diagnosis and called a taxi to take us back home, 110 miles far away.

As the engine had already covered 110000 miles since it was rebuilt, I told Mauro to fix the car in the best way, regardless of the cost. When he opened it, he realized that the problem was the cam of the inlet valve of cylinder two: it had lost its shape and had become as round as a ring while all the seats were in poor condition. The valves needed to be rectified.

A few years ago I had bought all the spares for the eventual substitution of the camshaft with chain, sprockets, tappets, gasket and so on (nobody believes I can foresee the future but I can!), so it was easy for me to take them to Mauro in the early morning after his call. He couldn't believe his eyes, of course! The cylinder head was then perfectly fixed and looked brand new. All in all I spent 2000 €. With the TR back and safe in the garage, I felt better!

In November, I called Edgardo Michelotti to invite him to drink a coffee together as I had to go to Turin for business. He reminded me that at Mauto, the Turin Automobile Museum, from the 6th of October until the 20th of February, there was an entire area dedicated to his father Giovanni and so we met there.

The exhibition is really well conceived, with a lot of pictures showing Giovanni at work and with many of his creations to see from real: the TR4, Herald, customized Ferraris and Maseratis and cars he designed for brands such as BMW, Fiat...A lovely day with a good friend and many memories of his famous father. I have include some photos from that day.

Well, that's all for the moment. I am waiting for the salt to go away and to start again driving smoothly on the coastal road of the Lake, crossing the near Swiss border with the excuse to buy the Knorr stock cubes. Here everybody is convinced that the minestrone is better with the Swiss cubes (of course Knorr don't produce different cubes for Italy or Swiss but, as I said, this is just an excuse...).





Members Projects

Chris Appleton's TR

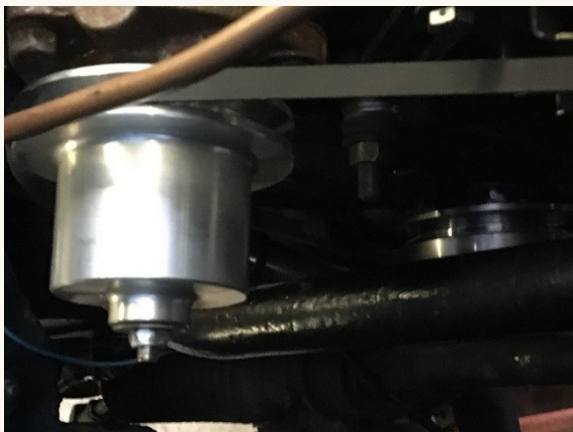


Work done on the TR over the last few months

Narrow Belt conversion.

I ordered this kit at the end of October 2021, took all the pulleys off the car in preparation. After constantly chasing it finally arrived just before Christmas. Of course it didn't fit without some Fettling. The water pump pulley wouldn't fit. After some investigating the machined slot on the inside of the pulley which is supposed to go over the Woodruff to stop it spinning on the water pump shaft hadn't been machined all the way across. It required a bit of filing, then it went on okay.

Here is a picture of it finally fitted.



While I was waiting it did give me the opportunity to complete some other jobs.

Cooling System

Flushed the cooling system and finally got water to come out the drain tap on the block, then refilled the system with fresh antifreeze.

Clutch Slave Cylinder

I fitted a new set of seals to this to cure a slight drip which I had noticed, when the clutch fluid kept going down every few weeks.

Braking System.

I was not sure how old the flexible hoses were on the car so thought I would replace with some new uprated ones, put new pistons and seals in the callipers, and give them a spruce up with new paint etc.

It's always interesting working on your car, you never know what you are going to find. Mine had two different callipers at the front, which have slightly different types of seals and pistons.

The new flexible hoses were a couple of inches shorter than the ones I removed. I was not sure the new ones would fit properly, but after another call to the supplier I fitted the new ones and they connect, but there is no slack in the system.

Here are some pictures showing the old and the new hoses showing the different lengths.



You can also see the differences in the seals for both types of callipers.

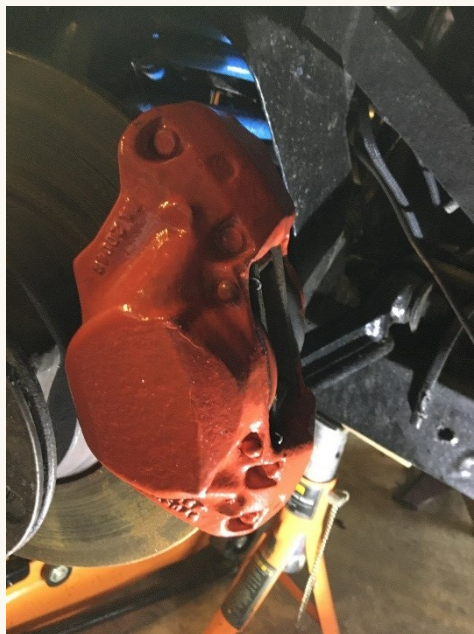




You can see the differences between the pistons in this picture.

The photo on the right is the completed calliper back on the car all painted up etc.

The discs and pads were still in good condition so were left alone.



Members Projects

Roger Critchley's Porsche Boxter



Roger's Porsche Boxster – Clutch Replacement

When I purchased my Porsche Boxster, almost $3\frac{1}{2}$ years ago, I had it thoroughly checked by a Porsche specialist. The only possible problem was that the clutch would need replacing at some time in the future. In fact, Ben, at Dave Griffiths Racing, suggested that I had been driving in heels – a charge that I vehemently denied! However, the first, and only other, owner was a lady and it is possible that she drove in heels which may have caused her to ride the clutch pedal. Even after only 40,000 miles wear could be detected.



Roger's Porsche Boxster at Loch Awe

The cost for this, at a Porsche dealer, was reputed to be around £2,000. I have been saving my pocket money!

In early January at about 57,000 miles the clutch started slipping. Moving off, with caution, caused no problems but pressing hard on the accelerator caused the revs to rise before the speed caught up – and this a car that likes to rev!

Replacing the clutch was now a necessity and arrangements were made for this to be done at Dave Griffiths Racing in Upper Edgebold near Hanwood.

Ben stripped the car down and discovered that the clutch face was worn to the rivets, the thrust bearing was a mess and the flywheel was scored.

The Boxster has a Dual Mass Flywheel. This means that it is in two parts. These two sections should move by about 10mm in relation to one another as the clutch is released and the drive is taken up. This allows for a smoother take up and damps the violent variation of torque as well as reducing engine vibration. Mine didn't move!



Boxster's Clutch Face



Boxster's Dual Mass Flywheel

The car is now much more pleasant to drive and gearchanges are smoother. Clutch travel is now at the bottom end of the pedal.



Boxster's Clutch Pressure Plate

The cost? Well at just under £1300 it leaves me £700 to take Helen away for her birthday!! (Or buy a new hood for the TR6 - maybe I should keep quiet about the saving!)

Lockdown Hobbies

Peter Napier



I took up watercolours during lockdown but I shied away from including cars as they are so hard to do. This is my second attempt at this subject. Hartington Garage from 2021 Late Summer Tour of the Peak District.

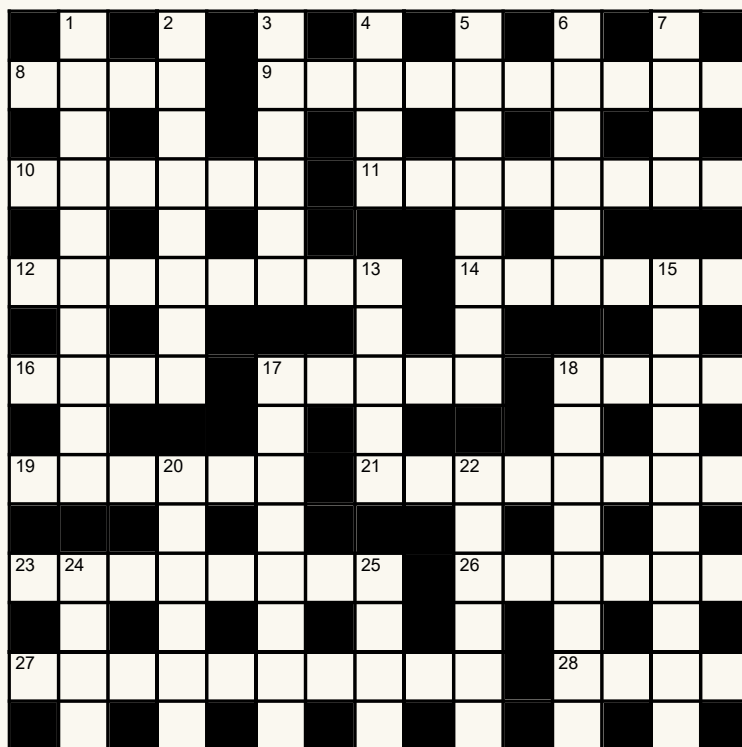


I definitely prefer buildings to cars. They are so familiar that they don't look right when they are not painted accurately. Buildings are not so familiar so mistakes not as easily recognised. This is Chateau Nampont Saint-Martin in northern France, where the four TRs that went to Italy in 2018 and where we stopped for lunch. Seems a long time ago now. Almost a different era.

Anyone else want to let us know what you have been up to in Lockdown? New hobbies or pastimes,

Crossword

Roger's Critchword



Across

- 8 Gently does it (4)
- 9 Not enough (10)
- 10 Tongue-in-cheek (6)
- 11 Bosch (4,4)
- 12 Lucas (with no 11) (8)
- 14 Rotational force (6)
- 16 Triumph's Hart (4)
- 17 Made in Hiroshima (5)
- 18 Dorothy (4)
- 19 New stock (6)
- 21 Open bodywork (8)
- 23 Impressive (8)
- 26 Made in Longbridge (6)
- 27 Factory (6,4)
- 28 Test (4)

Down

- 1 Made the Dove (10)
- 2 Polish Composer (8)
- 3 HQ (6)
- 4 Mess around (4)
- 5 Window (I) (8)
- 6 Chrome on all TRs to 7 (6)
- 7 Romantic relationship (4)
- 13 Long thin clam (5)
- 15 Not in accordance with US characteristics (2-8)
- 17 Below average (8)
- 18 Upset (8)
- 20 Hop (6)
- 22 Rouse (6)
- 24 Octane booster (4)
- 25 Stops leaking (4)

Answers on the next page



WANTED —TR7

A friend of Nick Jones is after a TR7
Contact Nick on 01694 771263.

FOR SALE—TR6



For Sale - **October 1974 Triumph TR6 PI** finished in Mimosa Yellow. Indicated mileage is **58,000** which is believed genuine as the car had been displayed in the Llangollen Motor Museum for several years. Recent MoT certificate. The seats have been refurbished as have the wheels. Fitted with Poly Bushes. The car is supplied with a Hard Top which needs reassembling. Located in Bishops Castle.
£15,500.00. For more details contact Nigel Farr on 07508 808553.

Across: 8 Ease, 9 Inadequate, 10 Ironic, 11 Fuel Pump, 12 Injector, 14 Torque, 16 Stag, 17 Mazda, 18 Dean, 19 Unused, 21 Roadster, 23 Glorious, 26 Austin, 27 Banner Lane, 28 Exam.

Down: 1 Harrington, 2 Weinberg, 3 Didcot, 4 Faff, 5 Fenestra, 6 Bumper, 7 Item, 13 Razor, 15 Un-American, 17 Mediocre, 18 Disaster, 20 Spring, 22 Awaken, 24 Lead, 25 Seal