



Michelotti/Standard Triumph flag badge



Ideas for a Run to Tallyllyn Railway—Page 7

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A new feature for this edition is "Our Correspondent in Italy" - Alberto Grisoni—an Anglophile who has owned a TR4A for more than 25 years and who is a regular contributor to TR Action. - Page 6

Jim and Joan Cooke talk about the various projects that Jim has been working on now and in the past. Here they are in Jim's most enviable workshop. Who wouldn't want a workshop like this? - Page 22



Staying on the subject of Italy and in particular Giovanni Michelotti, this edition features a review of a wonderful new book that has been written by his son Edgardo Michelotti. - Page 20



Roger Critchley takes us on a suggested tour to the Black Country Museum.— Page 9



Past Runs—Boston Lodge 2019—Page 4



Former head teacher Phil Desborough gives us a lesson on the use of HB pencils.— Page 15

In this edition we take a look at the very often forgotten secondary insignia that appears on many cars designed by Giovanni Michelotti when he was in partnership with Alfredo Vignale.

How many Members know that the crossed flag badges that adorn some Triumphs represents "S" for Standard Triumph and "M" for Michelotti? - Page 17



## 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 of the Shropshire Group.

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

## Upcoming Events

(or during Covid—Non Events)



### February

7	MG & Triumph Spares Day, Telford International Centre, Overdale, Telford, TF3 4JA — TR Register Stand CANCELLED – RESCHEDULED FOR 18 <sup>TH</sup> APRIL 2021
16	CLUB NIGHT – ZOOM MEETING - GROUP AGM POSTPONED TO 19 <sup>TH</sup> May 2021
21 22	Race Retro, Stoneleigh Park CANCELLED – NEW DATE TBA
TBA	SHROPSHIRE GROUP'S SNOWDROP RUN-POSTPONED UNTIL FURTHER NOTICE

### March

10 -11	Autosport International Virtual Show – see: <a href="http://www.autosportinternational.com/whatson">www.autosportinternational.com/whatson</a>
16	CLUB NIGHT – ZOOM MEETING
TBA	SHROPSHIRE GROUP'S MARCH HARE RUN-POSTPONED UNTIL FURTHER NOTICE

### IMPORTANT INFORMATION REGARDING FUTURE EVENTS

- MG & Triumph Spares Day, Telford International Centre, Overdale, Telford, TF3 4JA – 16<sup>th</sup> April
- Shropshire Group AGM – Tuesday 18<sup>th</sup> May
- Practical Classic's Classic Car & Restoration Show scheduled for 26<sup>th</sup> to 28<sup>th</sup> March at the NEC has been moved to 11<sup>th</sup> to 13<sup>th</sup> June again at the NEC. Tickets purchased for March 2020 will be valid for these new dates
- TS2 visits the Shropshire Group – 13<sup>th</sup> to 15<sup>th</sup> June 2021. Details TBA
- 50 Years of the TR Register Celebration Day at British Motor Museum, Gaydon. 11<sup>th</sup> 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
- Shropshire Group's Tour of The Peak District, 13<sup>th</sup> to 16<sup>th</sup> September
- NB – Dates could be changed

# Roger's Ramblings

Message from our Group Leader



Well, another New Year. I hope that you had a good Christmas and New Year although it is difficult not being surrounded by relatives and friends. We have particularly missed seeing our Granddaughters. Thank goodness for Zoom and WhatsApp video calls.

The New Year has brought a new edition of TR Torque – and what a bumper edition it is too. So many interesting articles. Many thanks to all the contributors; I hope you enjoyed writing these as much as we will enjoy reading them. I must admit that I found the research into the Spares Development Fund fascinating!

Covid continues to overshadow everything we do. I don't think we will be able to do much anytime soon or at least until the majority of people have been vaccinated for a second time. It is reassuring to know that the vaccinations are now getting out there.

Some of us "oldies" have been invited to book a vaccination. Helen's and my invitations have arrived. We immediately tried to book online and were offered centres in Telford, Stoke-on-Trent and even Haddon in Derbyshire!

A couple days later we were offered the Racecourse in Ludlow. That'll be a nice run so, we are off there in a couple of days.

Unfortunately, I won't be taking the TR6 to Ludlow in spite of the promised good weather. I have done nothing to the car over the past few months other than charge the battery and move it about.

My garage is far too small to work in and it has been far too wet and cold to work outside. Hopefully, Spring is around the corner. In contrast, however, many of you have told me that you have been sorting out your cars – from cosmetic improvements to major mechanical rebuilds. I look forward to seeing all this work once we are able to meet

up again.

February has traditionally been the month for our Group AGM. This is obviously not going to be possible. You have given me the mandate to postpone the AGM until our May meeting. This should be on Tuesday, 18th May. It may be that Covid restrictions will still be in place. If so, we will have to reschedule the meeting. I'll review the situation nearer the date.

Another victim of the pandemic is our Tour of the Peak District. It was originally organised for May last year and rearranged for May this year. Due to the current uncertainty, the event has now been moved to September. All those members taking part have been advised. I'm looking forward to finally getting there!

Club Nights have been replaced by Club Zoom Nights. Thanks to those members who have attended. It has been good to see you. The next Club Zoom Night will be on Tuesday 16th February at 8pm. Please do join us.

All the best and take care.



# Past Runs— Ffestiniog Railway—Boston Lodge

July 2019—By Peter Napier



On a gloriously sunny and very warm day back in July 2019, 12 cars from Shropshire turned out for a hoods down scenic social run to meet 4 cars from the Northumbria Group at Rhug (pronounced Reeg) Farm Shop near Bala in North Wales.

Meeting at Salop Leisure in Shrewsbury, the Group took a direct route up the A5 through Llangollen and Corwen to renew their acquaintances with the Northumbria Group having met them at



Salop Leisure

Kielder Reservoir during their Spring Tour to Northumberland in May of that year

From the Rhug farm shop, the cars drove through the lovely Welsh landscapes to Bala and then on to Dolleglau and, passing Trawsfynedd lake and the now retired nuclear power station, through Ffestiniog and Blaenau Ffestiniog to their lunch stop at The Lakeside Café at Tanygrisiau, set in spectacular scenery and overlooking Tanygrisiau Power Station reservoir.



Lunch stop

After leisurely lunch at the Lakeside Café, the group drove to Porthmadog where they were given a guided tour of the Ffestiniog and Welsh Highland Railway Boston Lodge Engineering Works.

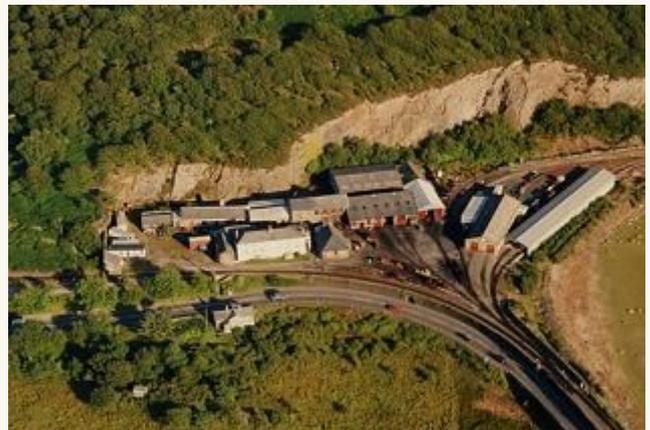


Boston Lodge yard

Boston Lodge is recognised as the oldest continually operating working locomotive workshops in the World today and is unique in having built steam locomotives in the 19th, 20th and 21st centuries.



Steve Packard in the workshops

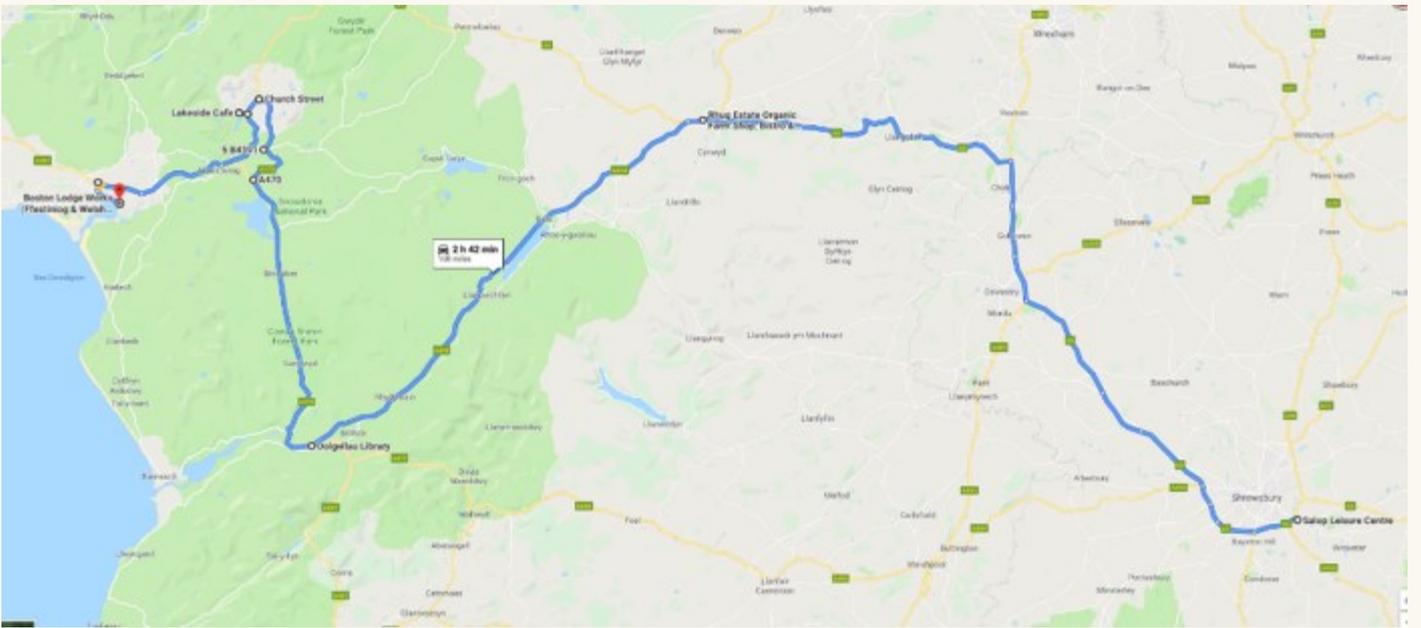


Aerial view of Boston Lodge

Boston Lodge was built on the site of the main quarry for the stone used in building the causeway to Porthmadog (The Cob) from 1808 to 1811. From January 1809, during construction of the Cob, it served as office, stables and barracks.

The Ffestiniog Railway Company Works was established there in 1842 for the repair of wagons and has expanded greatly around the original buildings. The site, in the pre steam era, was also a horse station.

After the railway closed and before the preservation era began not long afterwards, the Rev Timmy Phillips, who occupied one of the cottages above Boston Lodge Halt and might be said to be the first volunteer of the preservation era, kept the Works almost secure by walking around with hammer and nails and thereby making sure that no scrap merchant, nor thieving souvenir hunter for that matter, could get in.



The route to Boston Lodge



# 'Our Correspondent in Italy'

Alberto Grisoni



My name is Alberto Grisoni. I have been a member of TR-Register for 25 years and subsequently of Club Triumph. I am from the north of Italy, Region Piedmont, close to Lago Maggiore. I have been to the UK and Ireland many times in my TR4a.

My wife, Laura, was a teacher of English literature at the local gymnasium (a type of grammar school—ed) and for many years she took groups of students to England during the summer. They went by plane and I joined in the TR.

What beautiful holidays! Laura took care of the young boys and girls, usually in the morning and so we had plenty of time to visit the surrounding areas. We are friends with Peter and Rosanne Napier. We met on Face Book.

On July 2015 with my wife Laura we went to England in our TR4A and met them at Shrewsbury after going to the TR international week end. It was the second time at the International for, me the first time being in 1999 while we were in Exmouth for our holidays.

When I come to UK in the TR, I usually stop in Arras for the night while the return is always done without any stop. I remember that in 2005 I came back home non stop from Scarborough in 20 hours (1040 miles).

Well, let's go back to 2015: after Malvern, we joined my nephew Matteo who is an engineer and at that time was working for a company in Milton Keynes. He owns a BMW Z4. My sister was there for a few days and so we went altogether, the two TR4s and the Z4 to the magnificent town of Shrewsbury. (where we had a pub meal at The Old Post Office in Milk Street).



On the footplate

The days after we visited Conwy, crossed Snowdonia and stopped for a couple of nights in Porthmadog. I am also a lover of steam trains, so we headed to Caernarfon and Peter organized for me the return journey on the footplate of the steam engine which I filmed thoroughly.



Laura and Alberto at Caernarfon Castle

After that I wanted to take a picture with my wife exactly in the same place where Antony Hopkins and Debra Winger in "Shadowlands" look down towards river Wye at Symonds Yat. Not an easy task but we eventually succeeded. At this point the company split .Peter, Rosanne , Matteo and my sister made return to their homes, while Laura and me went on towards the Golden Valley and crossed the Cotswolds (for me and my TR it was the third time but the first time for Laura).



At Symonds Yat

What a marvellous journey! Two years later, Peter, Rosanne, Alice and Phil, Gordon and Sheena, Alan and Nic .....joined us at Lago Maggiore. where we enjoyed their warm company.



TR4, TR4a and Z4 in Blaenau Ffestiniog



Alberto at Dore Abbey in Herefordshire

I am sure that you are wondering why I am so much in love with the UK. Well...let's say that in the sixties England was a sort of light in the international fashion panorama and for us, living in a very traditional and old minded Country such as Italy, UK was the top for being advanced and cool. Our bikes were BSA, Norton, Triumph...as for myself, I was the proud



*Me and my BSA*

owner of a BSA Lightning and later on of a Triumph Trident on which I went to Cadwell Park. There I had the great honour to shake hands with engineer Doug Hele, the father of

all the three cylinder BSA and Triumph. I haven't washed my hands since!

Many years before, when I was only sixteen, my bike was a Moto Guzzi Stornello 125cc. I could not afford anything more but the elder brother of a school friend of mine, whose parents were rich owners of a shipyard, owned a red TR4. Whenever he was absent we grabbed that car and went to the near town of Arona, mainly to pull birds. I must say we were successful, probably thanks to the TR4, considering that only few people could afford such a car in those years. That's the origin of my interest for TRs. Many years later, in 1996 I bought my white TR4A.

The car was all original but in poor general condition. Before buying it I asked the previous owner, a journalist from Milan, to take the car to a workshop that specialised in restoring English cars, for a valuation. This blessed place is called Stor



*The Dolomites in the Winter*

rycar and is owned by Mr Antonio Tentori, his son and his daughter. I bought it for little money and Antonio restored it. Since then I covered 100,000

miles, without major problems, apart the normal maintenance. Only the overdrive had to be fixed once again.

In March 2020 Covid arrived. In Italy two provinces in Lombardy, near Milan, were very badly affected: they were the highly populated and industrialised provinces of Lodi and Bergamo. We are only 80 miles away but had only a few cases, surely because our area is not crowded and we, as Piedmontese, do not have a hectic life style at all. So - less contact — less contagion. For this reason Laura and I were not too scared and booked our early holidays in the Dolomites area.

Let's say that I prefer mountains to sea and that is my favourite place for long trekking. Needless to say that our holidays are always with the TR and those roads and scenic mountains are a marvellous for this.



*The magnificent Dolomites*

In June Covid was nearly finished, everything was opened and so we left for Fiera di Primiero, in the area of the so called "Pale di San Martino" just under Passo Rolle, which is one of the most magnificent places in that area. Everyday we went to the top of the Pass and from there you have lots of paths leading to some of the best views of all the Dolomites. The TR was perfect and, as usual, much admired everywhere. We crossed many other Passes: San Pellegrino, Passo Valles, Passo Cereda...but, for the night our base was always our Hotel In Fiera di Primiero.

Now Covid restarted much worse than before, as in the rest of the World but we booked a ten days holidays in Sardinia for next July—we love swimming and ...eating fish! Oh ...I was forgetting—the TR is ready for this!

# Ideas for Future Runs — Talyllyn Railway

Peter Napier



Following the success of the run and outing on the Ffestiniog Railway in 2018 (yes it really is that long ago!), then this could be a similarly successful day out although hopefully the weather will be a little kinder to us this time.

Because of the timing of the trains this will require quite an early start meeting at Salop Leisure at 8.30am for a 9.00am start.

The overall run is approximately 150 mile round trip. The plan would be to have a 1/2hr—3/4hr comfort and coffee stop at Meirion Mill at Dinas Mawddwy—(10.15—10.45/11.00).



15.15 giving ample time for lunch and a swim for those who are brave enough to try this.

There are several places to eat in Tywyn and if anyone has any experience of where to go (or not to go) please say. We will find somewhere and pre book if enough people want to take this up. Otherwise it could be every man for himself and make sure you get back for the train.



Single track scenic route to Abergynolwyn

There are two routes that we can take from the Mill to the station. We can either go the easy route along the A470 and A487 via The Cross Foxes (26 minutes) or we can take the scenic single track road via Corris (40 minutes). The route will dictate the departure time from the Mill.

The train departs from Abergynolwyn at 11.40am and so we will need to plan to arrive in Abergynolwyn Station at 11.30/11.35am.

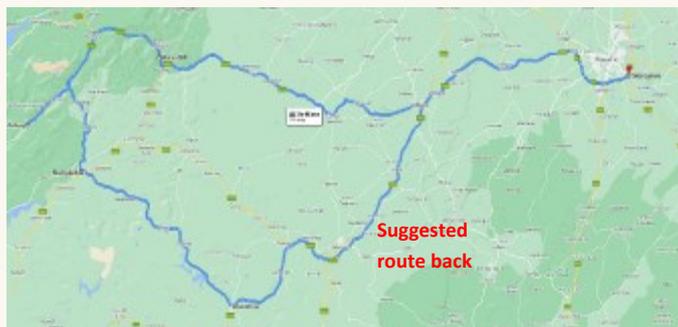
The journey down to Tywyn takes a little over 1 hour 20mins arriving there at 13.02. The return train departs at



Train to Tywyn

The train arrives back at Abergynolwyn at 16.37 and it is a 1hr 30min drive back to Shrewsbury on a direct route or alternatively a more circuitous route back via Machynlleth, Corris, Llanidloes, Newtown etc would take about 2 hours.

**Summary:** Meet Salop Leisure 8.30am; Dep Salop Leisure 9.00am; Arr Meirion Mill 10.15am; Dep Mill; 10.45am/11.00am; Arr Talyllyn Railway 11.30am; Dep on Train 11.40; Arr Tywyn 13.02; Dep Tywyn 16.45. Date yet to be decided depending largely upon Covid 19 vaccines.



Open road from Machynlleth to Llanidloes

# Ideas for Future Runs — Black Country Museum

Roger Critchley



I have wanted to visit the Black Country Living Museum for some time now. A recent edition of the Antiques Road Show gave me the idea of turning the visit into a Shropshire Group Run. It would be possible to spend a few hours at the museum before settling down to a Cow Pie at Mad O'Rourke's Pie Factory in Tipton.

The inspiration for this run comes from one that our Black Country correspondent, Robin Jeavons, organised several years ago. On that occasion, we also visited a craft brewery adjoining Mad O'Rourke's. I am not sure if the brewery still exists. Maybe Robin can advise us on this point.

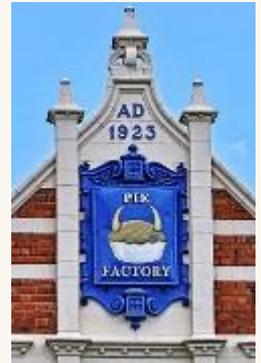


The Museum is set across 26 acres, containing over forty carefully reconstructed shops, houses and industrial areas that represent the Black Country's story. You will learn how steam power; human ingenuity and an increasingly interconnected world transformed this region into a manufacturing powerhouse. Historic characters will tell stories of what it was *really* like to live and work during this revolutionary period of history. Most importantly, history will be brought to life before your eyes - you'll hear the clang of hammers; smell the smoke billowing from red brick chimneys; and maybe even taste the best fish and chips in the world.

The route will include some interesting country roads as well as some town streets. We will set off from Telford Services on the M54 and travel through Shifnal to pick up the B4176 at Sutton Maddock.

This is the famous "Rabbit Run" from Telford to Dudley via Wombourne and Himley. We will briefly stop at Himley Hall to regroup and then travel directly to the Black Country Museum.

A few hours need to be spent at the museum as there is a lot to see. Unless we have been tempted by the Fish and Chips, we will travel to Tipton and eat at Mad O'Rourke's Pie Factory. Fish and Chips or Pie could be a difficult decision – why not have both!



Our return route will take us to Sedgley from where we will take the A457 past Baggeridge Country Park. A quick cross-country run through Wombourne, Trysull and Seisdon will take us to the A454, the Wolverhampton to Bridgnorth road.

Our run will end in Bridgnorth from which you could take the A458 towards Shrewsbury, the A442 towards Telford or one of several B-roads which will take you to Ludlow or Church Stretton.

I am looking forward to a sunny spring day wandering around the Black Country Museum – Covid permitting.



## Technical Matters

Pitted Chrome Plating Repairs By Peter Napier



This was posted on a Triumph Stag Facebook Group recently and it seemed like something that may be of interest at least perhaps as a temporary fix.

These Stag rear light surrounds were heavily pitted (we all know about this problem!) and had lots of flaky chrome. More or less classed as scrap. They were sent off for re-chroming but the chrome platers couldn't do anything with the pits and when they came back they looked awful. They were shiny with dozens of holes all over them.

The owner of these light surrounds thought that they would try and do something with them themselves. They bought some stretchable chrome wrap. Then they filled the pits first with fine body filler and rubbed down the surrounds before applying the chrome wrap. The transformation is amazing.

Other people commented as follows:-

*"I was a bit concerned that you could tell the difference. I couldn't even find any new ones. The last price that Rimmers had on new ones was £200 each plus vat."* - So

if it works it seems like a quick and easy fix.

*"I went on eBay and bought some stretchable chrome vinyl wrap. There are several different people selling it."*

*I paid about £6 for it. It has a sticky back and a clear protective film on the chrome side. When I applied it I stood in front of my space heater to warm the vinyl slightly so it stretched in to place"*

Useful YouTube video at <https://youtu.be/UZBZVzp7oy0>

showing wrapping of a modern door handle.

Lumiweld is an alloy with a melting-point lower than Mazak but NOT by much. There is a piece on the TR Register Forum on repairing Mazak.

Provided that the repair is not scratched with anything

sharp and care is taken when

washing the car ie avoiding high pressure water jets, there is no reason why this repair should not stand the test of time.



## Technical Matters

Aluminium Radiators for Triumphs and Other Cars By Alan Edwards



### 1). INTRODUCTION

As a general rule TR's are adequately cooled by their original radiators but three factors can affect the decision on whether to upgrade to a modern alternative, these are :-

- wow – that looks shiny, I'll have one of those under my bonnet !
- modern fuels make engines run hotter
- traffic conditions are far worse than when our cars were built leading to queuing and potential overheating.

### 2). MAKING THE CHOICE

An aluminium radiator from a "reputable" UK supplier for a

TR5/6 will cost circa £550, a lot to pay for a modest improvement in cooling efficiency. An E Bay trawl reveals several options, all made in China and retailing at between £165 and £195 including delivery. These are supplied via The Netherlands or the Czech Republic. They look identical and are a much cheaper option especially if your existing Stanpart item needs to be repaired or replaced.

### 3). LET'S TRY THE CHEAP ONE

Last year I mentioned the cheap option to one of our members and he said "Let's go for it".

The Czech supplier was chosen and it arrived well packaged and undamaged within two days of placing the order. Highly efficient I thought.

Before fitting, a friendly Class one welder was asked for his opinion. He replied "I couldn't have bettered the welding myself and the finish is excellent".

How about the dimensions ? Identical apart from the side brackets which were welded to the rad surround approx. 1.5cm lower than on the original.

#### 4). FITTING THE NEW RADIATORS

There were two minor issues :-

- The threaded rods on either side of the frame, which are the attachment points for the brackets connecting the rad to the chassis, were found to have a mysterious thread. A quick run up and down with UNF die quickly cured that problem.

The fins on any aluminium radiator are very fine and delicate. Therefore care must be taken not to bend them when fitting the rad. It may be useful to cut two pieces of cardboard for either side of the rad to be attached during fitting to prevent the fins being bent.

#### 5). EXPERIENCE IN USE

The car has hardly been used because of Covid but there have been no issues arising and cooling has been improved albeit on short runs.

#### 6). LATER DEVELOPMENTS

There is now a four row radiator available from the same

suppliers with increased capacity. This retails at £195 including delivery. I decided to purchase one for my car and delivery was swift.

Included with the rad was a note which stated that the manufacturer had modified the rad as a result of customer feedback. I noticed that the threaded bar was now UNF thread and the support side brackets had been welded in the cor-



rect position.

Before fitting I took the rad to radiator specialists, AEM in Telford, for a pressure test. It passed with no issues.

It is now fitted but the car has not been out of the garage to carry out a test run.

## Number Plates For cars that were registered after 1st January 1973



The DVLA has introduced new rules regarding number plates from 1st January this year.

The original rule was that vehicles registered after 1st January 1973 must wear reflective yellow & white number plates. In practice this rule has slipped particularly since the implementation of the rolling 40 year qualification for historic vehicle status.

This has resulted in many post 1972 registered vehicles wearing black and silver/white number plates. **From 1st January this year**, it will be illegal for any vehicle registered after 1st January 1980 to display black and silver/white number plates.

For the TR Register, **this only affects the very last TR7s and TR8s** made but I know that many of you have quite catholic tastes in classic cars, so please do be aware.



# MOT Rules on “Significant Changes”

Peter Napier



Most vehicles manufactured or first registered over 40 years ago are, as of 20 May 2018, exempt from periodic testing unless they have been substantially changed.

However a vehicle that has been **substantially changed within the previous 30 years** will have to be submitted for annual MoT testing. Whether a substantially changed vehicle requires re-registration is a separate process (see below).



If a vehicle keeper cannot determine that the vehicle has not been substantially changed, **they should not** claim an exemption from the MoT test.

## The criteria for substantial change

A vehicle will be considered substantially changed if the technical characteristics of the main components have **changed in the previous 30 years, unless the changes fall into specific categories**. These main components for vehicles are:

\* Chassis (replacements of the same pattern as the original are not considered a substantial change) or Monocoque bodyshell including any sub-frames (replacements of the same pattern as the original are not considered a substantial change);

\*Axles and running gear – alteration of the type and or method of suspension or steering constitutes a substantial change;

\*Engine – alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. I



\* (f the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is **not alternative original equipment**.)

The following are considered acceptable (not substantial) changes if they fall into these specific categories:

- changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available;
- changes of a type, that can be demonstrated to have been made when vehicles of the type were in production or in general use (within ten years of the end of production);
- in respect of axles and running gear changes made to improve efficiency, safety or environmental performance;

# Registration Rules on “Significant Changes”

Peter Napier



DVLA uses a points system to decide what registration number to give a radically altered vehicle.

Your vehicle must have **8 or more points** from the table below if you want to keep the original registration number. 5 of these points must come from having the original or new and unmodified chassis, monocoque bodyshell or frame.

Part	Points
Chassis, monocoque bodyshell (body and chassis as one unit) or frame - original or new and unmodified (direct from manufacturer)	5
Suspension (front and back) - original	2
Axles (both) - original	2
Transmission - original	2
Steering assembly - original	2
Engine - original	1

Get a ‘Q’ registration number

You will not be able to keep your vehicle’s original registration number if one of the following applies:

- \* it has fewer than 8 points
- \* it has a second-hand or altered chassis, monocoque bodyshell or frame
- \* there’s evidence that 2 vehicles have been welded together to form one (ie ‘cut and shut’)

Your vehicle must pass the relevant type approval test to get a ‘Q’ prefix registration number.

# TR Spares Development Fund

By Roger Critchley (with thanks to Ian Cornish)



I have been a member of the TR Register since 1999 and a Group Leader for the last seven years. During this time, I have heard many references to the TR Spares Development Fund without fully understanding what it is and what it does.

I suspect that many members are in a similar position. So, I had to find out more. I must express my thanks to Ian Cornish, Chairman of the TR Spares Development Fund and Vice President of the TR Register, for allowing me to use edited extracts from the TR SDF website – [www.trsd.f.uk](http://www.trsd.f.uk).

The aims of the TR Spares Development Fund (TR SDF) are summarised in its motto "Preserving the marque and keeping TRs on the road". They take action to assist in the preservation and restoration of all TR marques, including derivatives. Such actions include:

The purchase and preservation of original parts and tools, for use as patterns in the reproduction of such items

The loan of original parts and tools for the production of pattern items

The reproduction of parts and tools which are no longer available

The funding of experimental or other work which might prolong or enhance the useful life of the cars represented

The TR SDF is a non-trading, not for profit organisation.

By 1970, Triumph, its suppliers and its agents were no longer interested in the early, 4-cylinder, cars, and vast quantities of parts were being chucked into skips and sold as scrap metal. In Birmingham and in the factory base at Coventry, the disposal was of epic proportions.

Pete Cox was operating in the Birmingham area and Pete Buckles in London, both on a part-time basis. What they needed was cash to purchase parts before these were lost to the scrap merchants.

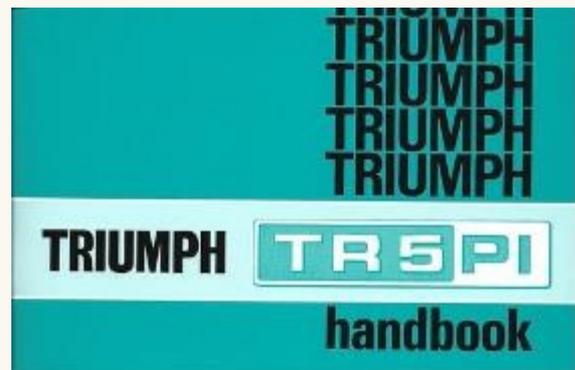


Cylinder Head moulds and casting

In 1970, membership of the TR Register (TRR) was heading towards 400, and the "New Spares Fund" (NSF) was

born out of the membership's wish to help fund the work being done by the two Petes.

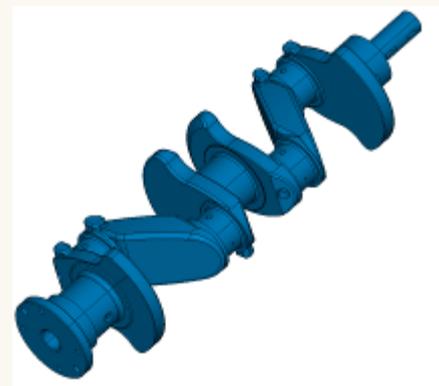
At that time, they were operating separately but later joined forces as Cox & Buckles (C&B), now part of Moss Europe. Entirely voluntary contributions were made to the NSF and the monies were held and administered completely apart from those of the TRR. An NSF member was free to withdraw the contribution at any time. In



recognition of their role as subscribers to the NSF, members were able to purchase parts at exceptionally favourable prices.

When C&B turned their "hobby" into a business, the relationship between the NSF and Cox and Buckles Ltd had to be and was changed. They did not look to the NSF to finance their business, but the cash remained available to them and was used as and when required

The NSF was never intended to act as a manufacturer nor as a rival to C&B or to any other supplier. It has been a conduit for ideas on things which were needed and a means of facilitating production, usually through a loan to assist with the tooling and/or guaranteeing the purchase of a sufficient quantity to make tooling worthwhile.



During the 1990s, it was recognised that the name "New Spares Fund" did not really describe the role that the Fund was by then taking in assisting with the availability of TR spares. Therefore, the name was changed from NSF to the "Spares Development Fund" (SDF) in 1995.

The TR SDF has no premises, no staff, is not a registered business, and has no wish to concern itself with purchase, stock control, shipping, guarantees, warranty, manufacturer's liability, VAT and all the other paraphernalia and obligations which necessarily attach to a business. The experts in those matters are the established suppliers.

There is no annual subscription to the TR SDF, there is a single payment which is, in effect, a loan to the Fund. If a member of the TR SDF decides to leave, s/he is given the opportunity to withdraw the money subscribed originally to the NSF / SDF / TR SDF. In fact, the vast majority of leavers have not withdrawn their funding, hence bequeathing a legacy for the greater good.



Early TR2 Rear lamp bezel

The TR SDF has:

- Accumulated parts as patterns for future use

- Assisted the finances of the TR Register (TRR): On a number of occasions, the financial problems encountered by the TRR have been resolved by loans from the SDF, each of which have been repaid.

- Supported TS2: £1000 was donated to the funds for the restoration of TS2, the first righthand drive TR, along with a loan of £5000 (since repaid) to ensure the restoration process was completed.

- Assisted the remanufacture of No Longer Available parts.

- Assisted other projects by the scanning of parts, production of engineering drawings, acquisition of original parts, and the reproduction of TR5 Owner Handbooks.

- Fostered a great working relationship with all suppliers.

Under the umbrella of the TR SDF, the [Parts Quality Initiative \(PQI\)](#) has been created to try and resolve quality issues in an amicable fashion, and considerable success has been achieved.

- Acted directly for the benefit of ALL TR owner. The TR SDF continues as an independent entity, acting on behalf of all in the TR community.

- Liaised with Registrars. There is liaison, too, with the TR Drivers Club and it is anticipated that there will be similar contact with other Triumph clubs in the future.

The TR SDF's assets consist of original parts known as Alannid's Cave, and cash, some of which from time to time may be in the form of repayable loans to suppliers undertaking the reproduction of parts. These parts are NOT held to sell at a profit, they are held in perpetuity as patterns

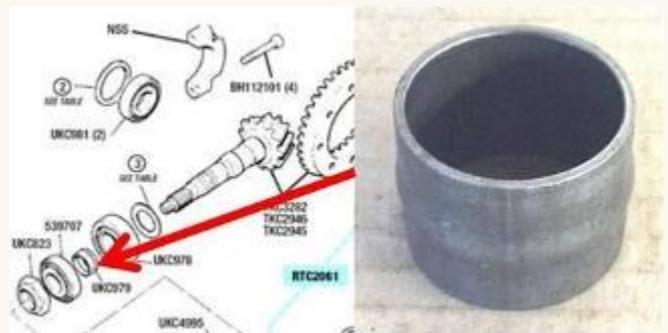


TR4a/5/250 side lamp/indicator assemblies

The TR SDF fund still exists as loans, repayable on request to the members of the TR SDF, and the TR SDF's management act to protect that integrity, and to ensure the funds are used for the purposes specified by its membership in its Rules. The administrators of the fund each

have been members of the TRR for more than 20 years. The TR SDF and PQI are fortunate in having a group of extremely knowledgeable and altruistic members who have promoted its aims for many decades. The Fund stands alone, has its parts (Alannid's Cave) stored securely and is continuing to pursue its stated aims.

By its very nature, this article can give no more than a summary of the TR Spares Development Fund. For a more comprehensive picture please see the TR SDF's website at: [www.trsdof.uk](http://www.trsdof.uk)



Collapsible spacer—for the TR7/TR8 rear axle pinion



## Working it out with a pencil?

By Phil Desborough



### Never Travel Without a .....? Writes Phil Desborough

It was back in 2014 when we made our first overseas trip in our TR6. We joined the Stoke TR Group on a tour to Belgium to visit Ypres and some of the WW1 cemeteries but the trip didn't start well.

Travelling to Dover on an incredibly hot day was never going to be easy and so it proved. An accident on the M25 meant we were several hours behind schedule before the car started to lose power and run very rough. Was it the heat? injector problem? or something else? Amazingly, we managed to keep going and arrived at our hotel at about 7pm.

One of the great things about travelling with other TR owners, is that there is always plenty of willing helpers and great experience and so it was that evening. Everyone rallied round, offering advice, tools etc.

I suspected that it was a head gasket problem and, as I had packed a spare set, I removed the rocker cover and was ready to replace it. But, on inspection, I found that this wasn't the root of the problem. Instead, I found that the grub screw on the end of the rocker shaft was missing!



This meant that oil wasn't getting along the shaft consequently wearing the shaft and meaning the rockers for cylinders 1 and 2 weren't opening the valves. Diagnosis made, now the fix. Has anyone got a screw to fit? Everyone searched their spares kit and tool boxes but it was an unusual size so, no joy. What now?

It was Mark Lerner of our Shropshire TR Group who came to my rescue. He had noticed there was a pencil in my glove compartment and suggested that we could use that to plug the hole! We decided to try it. It seemed to fit so we jammed it in with plenty of Wellseal and left it overnight.

Early the following morning, I trimmed the pencil down to the right length, reset the rockers and started the engine. Fingers crossed, I watched oil flow to all 12 rockers - success!

Everything back in place and bonnet down, I then enjoyed my breakfast, knowing the trip was back on.

Indeed, we had a great trip to Belgium travelling about 1000 trouble free miles, all thanks to an HB pencil! And in my spares kit I now have a grub screw and of course, a pencil! (Surely it should be a TR4H pencil?—Ed)

## Caption Contest



What is being said? Best answers (any answers!) will be published in the next edition of TR Torque.

## 10 Points to Ponder as we see 2020 disappear into the distance ...



### 10 Points to Ponder as we see 2020 disappear into the distance ...

1. The dumbest thing ever was a 2020 planner.
2. In 2019 we were told to stay away from **negative** people. In 2020 (and now 2021) we were told to stay away from **positive** people.
3. The world has turned upside down. Old folks have been seen sneaking out of their house chased by their kids yelling at them to stay indoors!
4. This morning a neighbour was seen talking to her cat. It was obvious she thought her cat understood her. I came to my house & told my dog all about it and .... we had a good laugh.
5. Every few days try your jeans on just to make sure they fit. Pyjamas will have you believe all is well in the kingdom.
6. Does anyone know if we can take showers yet or should we just keep washing our hands?
7. I never thought the comment, "I wouldn't touch him/her with a 6-foot barge pole" would become a national policy, but here we are!
8. I need to practice social-distancing ....from the refrigerator.
9. I hope the weather is good tomorrow for my trip out to the bins!
10. Never in a million years could I have imagined I would go into a bank with a mask on and ask for money.

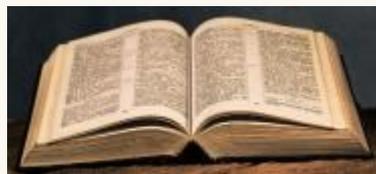


No you cant come to Derbyshire in the TR



## TR Preservationist's Psalm

Submitted by Joan Cooke



TR preservation is my hobby, I shall not be bored.

It maketh me to do research in far places.

It causeth me to correspond with odd? people

It leadeth me into areas of understanding for curiosity sake.

Yea though I live through a winter of inclement weather,

I fear no boredom for my TR'S are with me

Their beauty and history, They intrigue me.

They provideth me with a means of escaping the tensions of my responsibilities

They filleth my house with oily parts

My cash runneth lower

Surely interest and knowledge shall follow me all the days of my life

# Michelotti/Vignale Crossed Flag Badges

Peter Napier



As any Triumph enthusiast will know, the Triumph brand was saved from terminal decline by the introduction of the very popular small family car—the Triumph Herald. Designed by Giovanni Michelotti when he was with the coach building firm Carrozzeria Vignale, Michelotti had already designed a great many cars for many different marques before this.

The Triumph logo is very well known, having been shared by cars and motorbikes but what is less well known are the crossed flag badges as seen on the Triumph Herald. This series of articles seeks to introduce readers to these badges and the cars that shared them.

**Alfredo Vignale** was an Italian coachbuilder working between the mid 1950s up until his death in 1969. Born in 1913, Vignale started his career as a metal panel beater at the age of 17 in 1930 at the firm of Stabilimenti Farina at the time managed by Giovanni Farina the elder brother of Battista “Pinin” Farina who would go on to become the first Formula 1 champion in 1950.



Vignale rose to become the workshop manager at Farina. In 1946, Piero Dusio the owner of Cisitalia which had only recently been established, contacted Farina regarding the development and manufacture of a prototype two seater racing car. Although still working for Farina, Vignale was allowed to subcontract work of his own and he, along with **Giovanni Michelotti**, who became the chief designer at Farina at the age of 16 but now aged 25, designed and developed the fully aluminium bodied “Berlinetta Aerodynamica”.



This was the start of a successful relationship between Vignale and Michelotti ending in 1962 when Michelotti stopped freelancing and started his own Carrozzeria.

This article isn't about Vignale's cars but rather about the badges that appeared on some but not all of his cars. Vignale almost always placed a small badge on the lower front wing just rearward of the front wheels. The badge, designed by Michelotti, had a white “V” on a deep blue background and featuring an impression of the Antonelliana Tower in Turin within the shape of the V. Some time later a crown was added to denote that the firm included royalty amongst its customers.

Also appearing on various of Vignale's marques and models was a badge consisting of two crossed flags. Several car makers and carrozzieri (coach (in this case car) builders) used crossed flags of some sort or other on their cars but Vignale was different because the flags that he used didn't always conform to a set pattern.

In fact, in some cases the meaning of the flags that he used is obscure and there is some debate as to what these flags actually mean. Of interest to this group are the crossed flag badges that only appeared on cars designed by Michelotti.

The interest to this group stems from Michelotti's involvement with Triumph and in particular the TR4, TR5 and TR250 and various Triumph projects that never saw a production line such as the TR3 and various TR prototypes.

The earliest example of the use of these badges that I can find is in 1950 when a crossed flag badge appears on a Fiat 1100 Desire.



The next example that I could find was in 1953 when a crossed flag

badges appears on a Michelotti designed Briggs Cunningham C-3 registered in 1953. (For example “Above the Cunningham script on the trunk lid are tiny crossed



flags, the left flag a tiny black “C” on a checker, the right flag a V badge on blue & yellow quarters, presumably the Vignale colors—Cunningham Register compiled by B Bruce-Briggs, Jan 1982),



There is known to have been two such cars with these badges. One car has been lost and the other no longer features the badge since it has undergone one if not more restorations.

I have one of these badges which I bought off a seller who claims that he bought it from another seller who in turn bought it from a car memorabilia dealer in California in 1960!

The flag designs incorporate on the left hand side the letter C on a chequered flag which is also featured on Briggs Cunningham logo. On the right hand side there is the Vignale "V" logo on top of a flag quartered with four squares with diagonally blue and yellow squares. It is not known what the symbolic meaning of these colours is but it is known that some of the later crossed flag badges relate to the international code of signals flags for the letters of the alphabet. This does not appear to follow that trend.



logo on top of a flag quartered with four squares with diagonally blue and yellow squares. It is not known what the symbolic meaning of these colours is but it is known that some of the later crossed flag badges relate to the international code of signals flags for the letters of the alphabet. This does not appear to follow that trend.

In 1952 Vignale produced the Michelotti designed Lancia Aurelia 2000 coupe. This sported a crossed flag badge on the rear boot (trunk) lid using the same profile of flag as for the Cunningham C-3. On the left is a flag with the letter L on a flag divided into four squares two black and two yellow and on the right hand the letter V on a flag with a red cross on a white background.



On the left is a flag with the letter L on a flag divided into four squares two black and two yellow and on the right hand the letter V on a flag with a red cross on a white background.



This badge conforms to the international code of signals flags for the letter L (for Lancia) which is a flag quartered with black and yellow squares and the flag for the letter V (for Vignale) the diagonal red cross on a white background seen on the Ferrari 250 Europa GT below. On later cars the badge changes shape slightly and the letters are dropped.

On later cars the badge changes shape slightly and the letters are dropped.



cross on a white background seen on the Ferrari 250 Europa GT below. On later cars the badge changes shape slightly and the letters are dropped.

This flag corresponds to the size and shape of the Cunningham C-3, Aston Martin and the Rolls Royce Silver Wraith. As with the later badges, they all appear to have been formed using the same basic press and to then have the ceramic and any additional logos/letters placed on them.

Also in 1953 Vignale built the Alfa Romeo 1900 SS 'La Fleche'. As with the Lancia Aurelia above, this car featured a crossed flag badge with an Alfa logo on a flag which denotes the letter A on the one side and the same Vignale flag and logo on the

right hand side as seen on the Lancia.

In 1954 Vignale was asked by the Belgian Princess Liliane de Réthy to build her a Vignale bodied Ferrari. Designed by Michelotti, the Ferrari 250 Europa GT is the only Ferrari known to sport Vignale crossed flags. These appeared on the chromium plated rear boot (trunk) lid.



The flags are much smaller than the flags featured on the Cunningham and later cars as it needed to be very discrete



to fit onto the boot lid release chromium plating.

The left hand flag has a prancing horse on a red diamond on a white background and that on the right the Vignale logo on a white flag with a diagonal red cross.



I have found no documentary information about the reasons for selecting certain cars for these badges nor for the symbolism attached to them. However, the interna-



Early appearance



Later appearance

tional maritime flags which give a different flag for each letter of the alphabet may give a clue.

For example the flag for F (e.g. Fiat and Ferrari) is a red diamond on a white flag and the flag for V (e.g. Vignale) is a diagonal red cross on a white background. These flags coincide with the flags on the Ferrari 250 Europa GT with the added L and prancing horse. On later cars the badge changes shape slightly and the letters are dropped.

Later Fiats had a larger badge with a wider angular separation. The badges shown below gives a guide as to the differences in appearance. I believe that the badges for the various models of car were created from the same press and then decorated with enamel to suite the car that they were being put on.



In 1955 Vignale was commissioned by the King of Belgium to design and build a body on an Aston Martin DB2/4 chassis. Photographs of this car show that it too had a crossed flag badge on the rear, just below the third (hatch) door.



The photograph is unclear but a crossed flag can definitely be seen. This car has recently been restored and the badge does not appear on the car. Michelotti designed the body.

The shape of the badge appears to correspond to the same basic shape as the Cunningham C-03 and the right hand flag does appear in this fuzzy photo to be that for the flag M for Michelotti. Unfortunately the left hand flag is too fuzzy to identify and I can find no other photo of this car. I have even written to the son of the King of Belgium (the current King) but received no reply.

In 1956 Vignale produced a car for Fiat designed by Michelotti and called the "Rendezvous". The Rendezvous featured a crossed flag badge on the front wing below the chrome strip and just behind the headlight rim.

As shown above, the badge, is similar to the size and steepness of angle between the flags as the badges seen in the Cunningham and Lancia above. One has the red diamond on a white background on the left and the red diagonal cross on a white flag to the right denoting F for Fiat and V for Vignale. This format of badge was changed to a badge with a more shallow angle between the flags which made the badge wider.



1956 must have been a busy year for Michelotti and Vignale because another Fiat was produced by them this time it was the 1100

Printemps. This car was shown by Vignale at the "Concorso di eleganza del Pincio" in Rome in the autumn of 1956. The car has similarities with a prototype of Michelotti realized for Ghia and also with the Vignale Cadillac Coupe "Bill Frick".



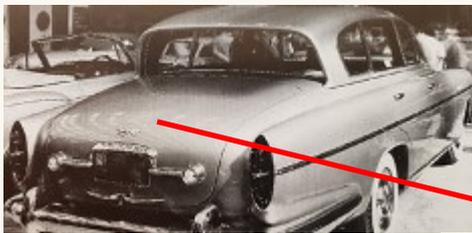
Whilst the photo here is very fuzzy it is clear that the badge is the same as that for the previous Fiats shown before.



1956 saw another Fiat produced by Michelotti and Vignale, this time it was the Fiat 1100 TV Desiree which displays the Fiat/Vignale flags as seen in the Rendezvous above but with a slightly different shaped arrangement between the flags. The flag on this car is placed on the rear wings

It seems then, that the changeover of the type of crossed flags used by Vignale changed during 1956 as from now on the only badge that appears on any car is the wider version.

**To be continued in the next edition of TR Torque**



Another commission in 1955 was from a wealthy American industrialist to build a body

on a Rolls Royce Silver Wraith chassis which was again designed by Michelotti. This is a photograph from when the car was first



built which shows a crossed flag badge on the rear boot (trunk). That badge is no longer on the car. Although the photograph is not very clear, the right hand flag can be



seen to be a dark cross on a light background. This may well be the cross that Vignale used on later cars to denote "V" for Vignale of which more later.

This flag seems to correspond to the basic shape of the Cunningham C-3, and the Aston Martin.



## Book Review Giovanni Michelotti una matita libera—a free stylist”

Peter Napier



**Edgardo Michelotti**, the son of Giovanni Michelotti, lives in North Italy and he has recently published a book recording his father’s work as a designer of motor cars in the 1930s to the late 1960s before his untimely death in 1980 at the age of 59.

The book “Giovanni Michelotti una matita libera—a free stylist” is published by Fondazioni Negri and at 288 pages and with 200+ photos it collects, sorts and analyses the massive amount of material left behind by one of Italy’s finest and most prolific automotive artists. The book costs 58 euros and can be obtained from (post free) from Librairie Motors



Mania - France ( Website: <https://www.motors-mania.com/en/>)

It may help to describe the man as presented by this book. Michelotti was born to a machine tool father who worked for Itala Cars and a dress making mother on 6th October 1921.

He was to become one of the most prolific car designers of the 20th century and arguably of the entire age of motoring. His most notable designs were for Ferrari, Lancia, Fiat, Alfa Romeo, Maserati and perhaps most importantly for this Group, Triumph. All told he designed more than 1200 cars.

Michelotti worked as an employee and later as an independent designer for various “Corrozieri” ie coach builders and designers including Stabilimenti (factory) Farina, Allemano, Bertone, Ghia and Ghia-Aigle and again perhaps most importantly for this Group— Vignale where he carried out most if not all of his Triumph work. From 1962, Michelotti concluded cooperation with Carrozzeria Vignale and began his own coachbuilding activities.

By the age of 17 and after military service and after having trained as a window dresser for a department store, Michelotti had become the chief stylist at Stabilimenti Farina at

the age of 17 due mainly to Farina having sacked his previous chief stylist Pietro Frua in a rage and offered Michelotti the job on the spot. At the age of 25 he was working under the workshop chief Alfredo Vignale who he was later to form a long lasting partnership.

Michelotti would draw cars at full size up to 6 metres in length and his first job as chief designer was to draw up a full size design for the six cylinder Alfa Romeo 2300 for Count Revelli a well known designer of the time. Michelotti was still wearing short trousers but now becoming chief designer he had to move into long trousers there and then!

In June 1949 Michelotti decided to go off and set up in his own right. Despite working for himself Michelotti never assigned his name to any car.

The book explains that this is because he was responsible at the time for designing a great many cars for all the main car builders and at the Turin Motor Show he had designed thirty of the cars on show.

He considered that provided he worked for all the coachbuilders he was happy and business was good. Not all of the cars would fail to acknowledge his input as many of the cars displayed a small double flag badge which identified him as the designer. This is the subject of an article in this and later editions.

In 1957 at the Geneva Motor Show, Vignale exhibited a small car with gull wings designed by Michelotti for Henry Meadows of Wolverhampton. It had started by a visit by Neville Flowers to Vignale’s factory looking for a design to fit on a chassis and the very next day after meeting Michelotti Neville Flowers was presented with sketches for a new car.

Whilst Flowers was still in Italy armed with the news that Flowers was getting on well with Vignale, his brother, Raymond Flowers, visited Coventry works of the Standard Motor Company where he met his long time friend Alick Dick MD of Standard Cars, Martin Tustin , production director and Harry Webster,



director to discuss how Standard could help in supplying parts to enable Meadows to manufacture the new Frisky.

Dick wanted to know all about the new car but Flowers didn't have much to show him although he confirmed that a prototype would be available within three months which Dick didn't believe possible. On the back of this, and as Standard was at the time looking for a new design for the TR3 they challenged Flowers to come up with a design for a new TR3. Ten days later Flowers turns up with a set of designs to select from and Webster and Tustin chose what they thought would be the most difficult to build and challenged Flowers to come up with a prototype within three months.

The prototype turned up as promised but Flowers refused to disclose who designed it and who had built it but the car displayed what is now the familiar V for Vignale badge and the driver of the delivery lorry was tricked into informing them that it had indeed come from Carrozzeria Vignale in Turin.

And that is how we come to Michelotti and Triumphs. A few days after the driver was duped, Webster and Tustin arrived at the Vignale works to meet Vignale and Michelotti. The TR3 project never progressed as it was far too costly to build but it did illustrate to Standard that the supremacy of English Sports Car design was over.

A few months later Webster was to meet Michelotti again at the Geneva Motor Show where the "risky" Frisky, as Dick would refer to it, was on display and challenged Michelotti to



Walter Belgrove the designer of many successful Standard and Triumph models, including the Triumph TR 2 and TR3, had resigned in 1955 and Alick Dick was on the lookout for a new designer for a proposed new car code named the "Zobo". A design had been obtained from Arthur Ballard group but it was felt that this was too bland, too much inspiration from some Rootes Group models so the project was

about to be written off.

Cutting a long story short, Michelotti was given the task of redesigning the car which was later to be given the name "Herald" following the tradition of Standard Motor Company being given names of flag types — Ensign, Pennant, Vanguard and now Herald.

His brief was to keep certain design elements from the Zobo which Michelotti was not at all happy with and eventually he was asked what he would come up with if he had a free hand.

The two drawings below show the genesis of the Herald.



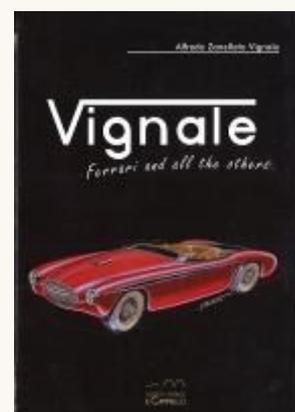
Prototype TR3



The rest is history so they say but if you want to know more of the detail, I would recommend this book and another book "Vignale Ferrari and all the others" published by Societa Edtrice Il Cemmello. Both books are available in English.



1957 sketch of the Standard Vanguard restyling the 1st British contract awarded to Michelotti



## Is a "PROJECT " more rewarding than the finished article?

Joan Cooke



As many of you know we have a large shed but it is always full of "projects" Jim's hobbies include TR's miniature steam engines and classic motorcycles. He is very good at acquiring projects but not very good at selling completed projects. A recently completed 4" scale Burrell road Loco refused to cooperate when the boiler man inspected.



The injector which transfers water from the tender to the boiler was blocked , but after numerous wash outs it passed. All well till next year as steam engines

need annual tests. "Violet" a 4" Garrett steam engine also passed test and is now off to a new home!

Just before Christmas two empty tables welcomed a new project! Dozens of parcels arrived and were sorted and numbered. These will eventually be a 4" Foden steam wagon.



Jim with "Violet" a Garrett 4" at Blists Hill

This already has the name "Daisy Kate", named after a full sized Foden we owned in 2000. To celebrate we took 29 neighbours and friends to Pontesbury calling at the pub!

In this household projects have always been a matter of finance and interest but spur of the moment decisions

lead to the purchase of "Bess"TR4A from Steve Packard, who kindly let me see if I could get in and out of the car.



The TR3A was supposed to be a project car from TRBitz but "Bill looked irresistible in their showroom so another project was avoided!"



The TR7 was purchased from Sheffield. Not an easy route from Shropshire. I think GUY is still in the area.



## Rosetta - A Steamy Story

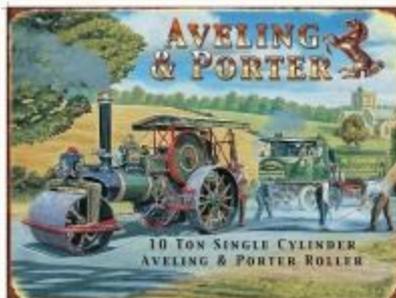
Jim Cooke



When talking to our grandchildren I realised that we are fast becoming of historical interest!!! Dates that seem to me 5 minutes ago are buried in the mists of time to them.

The first project we undertook at Braddan Bridge began with a visit to Klondyke Mill Draycott in the Clay. We peered through a missing plank in the engine shed and there was an extremely large rusty hulk of a steam roller.

The bank manager was surprisingly not overly worried by our request for a bank loan so "Rosetta" an Aveling and Porter steam roller weighing 10 tons was ours.



Livestock removed I progressed to the rear of the engine. another visit to the bank manager and a new tender was fitted. Various obscure parts were replaced and in autumn 1982 it was time to mess with cold water. Many hours later the dreaded boiler man passed the engine and it was safe to take to rallies and on the road. The restoration had taken 3 years but the knowledge gained is still as valuable as nearly 40 years later in a much warmer shed I start the more easily managed build of 4" Foden steam wagon

The saga of Rosetta began on a snowy day in November 1979 (41 years or 5 minutes ago) but frantic preparations for her homecoming involved the chatting up of local M E B team for used telegraph poles and transportation of second hand garages to complete Engine Shed Mk 1. An exciting journey of 2 miles was completed with Peter Middle pushing 10 tons of roller with his E R F tractor unit.



The operation was probably dubious from a legal point of view and the near demolition of a local telephone kiosk would definitely

have been frowned on by the law. My powers of observation were found to be at fault when part of the front of Engine Shed Mk 1 had to be removed to allow Rosetta's entry.

This was the moment of truth. Where did I start? I knew very little about steam engines but obviously these large pieces of metal needed dismantling. The dreaded boiler inspector was called. His comments included removing tubes, replacing bottom two rows of firebox stays, replace smokebox and tender. Joan's comment was – "Replace hobby".

The smoke box was cut off and replaced by a new box cut and rolled by Atlas foundry of Shrewsbury (now the site of the University in Frankwell).

Atrocious weather meant digging a drainage ditch to take the flood water from one end of the shed to the brook which runs behind the shed. The family's livestock now decided to take an interest. During this period (summer 1982 about 2 years from purchase date) my eldest daughter acquired a horse and the rear of the shed became a temporary stable.

A rapid retreat was often required as a rich diet of lush grass meant a ripe aroma of jet propelled horse dung permeated the shed even subduing the smell of engine oil. Biddy a bantam hen laid a clutch of eggs inside the front roll. Two Muscovy ducks were regular visitors and a litter of kittens used a rear wheel as a shelter.

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Rear springs to 4" Foden Steam Waggon



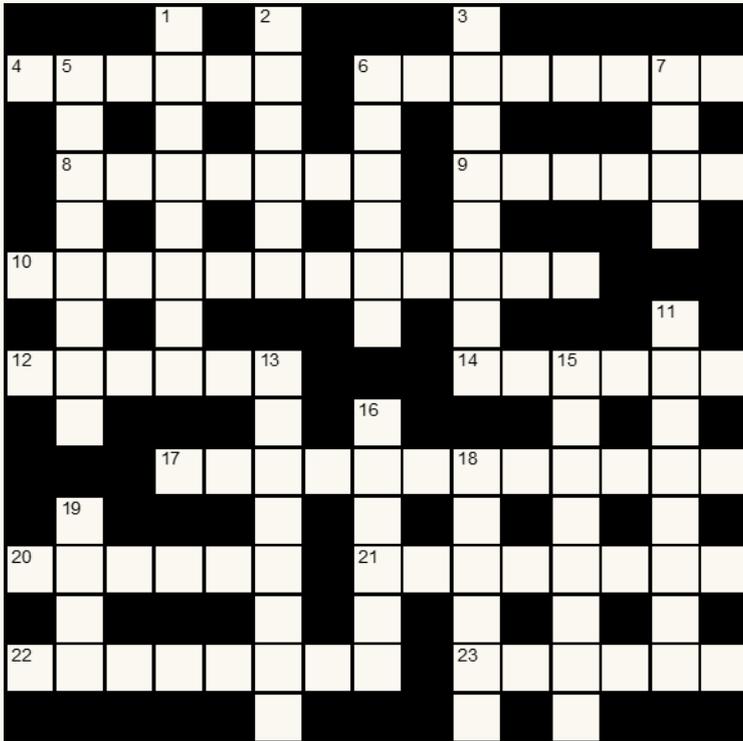
4" Foden Steam Waggon chassis



A 4" Foden Steam Waggon similar to Jim's project

# Roger's Critchword

No 2



## Across

- 4 Provides suspension (6)
- 6 Maintains momentum (8)
- 8 Measure of battery power (3,4)
- 9 Slight inclination of a wheel (6)
- 10 SU (7,5)
- 12 Shares its name with a Spanish town (6)
- 14 Blow this (6)
- 17 Slows progress (5,7)
- 20 Charger (6)
- 21 Pig-headed (8)
- 22 TRs are not a hobby but a ... (8)
- 23 Home of Triumph (6)

## Down

- 1 Half a Bob (8)
- 2 Turn a deaf ear (6)
- 3 Sharing data (8)
- 5 Sea life (8)
- 6 Turn the key (4,2)
- 7 Jug (4)
- 11 Calm down again (9)
- 13 Religious music (8)
- 15 Uplifting (music) (8)
- 16 Prestigious post-war Triumph (6)
- 18 Kidnap (6)
- 19 An E or an F (4)

### Answers to Crossword No 1 (Christmas Edition Dec 2020)

ACROSS		DOWN	
1	Triumph	1	Trunnions
5	Pine	2	Ignition Coil
8	OS	3	Mayflower
9	Urn	4	Help
10	Yellow	5	Prop Shaft
12	Pep	6	No
13	Do	7	Esso
14	Nut	11	LED
15	DS	13	Drop Links
16	Oil	17	Lucas
18	Hood		
19	ONO		
20	Trip		
21	Socar		
22	ESP		
23	NGK		
24	Dolomite		

Answers can be found on the next page

Thank you to Alberto Grisoni for returning a completed Crossword! Unfortunately there is no prize!!

# Parts for Sale



**Martin Thomas is selling the following TR6 used parts:-**

Single bore SS rear exhaust box £25

Pair of half shafts £75

Starter motor £30

Old PVC Hood £30

Pair door mirrors ( with mounts ). Free to a good home

**Call Martin on 07808 096111**

## Answers to Roger's Critchword No 2

<b>Down:</b> 1 Sixpence, 2 Ignore, 3 Synching, 5 Plankton, 6 Fire up, 7 Ewer, 11 Resettle, 13 Oratorio, 15 Strring, 16 Renown, 18 Abdudct, 19 Type.	<b>Across:</b> 4 Spring, 6 Flywheel, 8 Amp hour, 9 Camber, 10 Skin-ner Union, 12 Toledo, 14 Gasket, 17 Brake caliper, 20 Dynamo, 21 Obdurate, 22 Religion, 23 Canley.
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