



Michelotti/Standard Triumph flag badge



Page 13 Steve Buxton writes a detailed article on fitting a Stag gearbox in a TR3

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Page 5 Helen Beresford remembers the late Simon Beresford who sadly died five years ago this year. Here we see him emigrating to America.



On page 9 we welcome our new Canadian correspondent Richard Scott who many of you will know from his days with the Shropshire group.



On page 11 Alberto tells us of a mysterious journey



The article on Michelotti badges continues with Part 2 in this edition on page 22



Page 13 Peter Napier advises that you always query your AA renewal quote!



Alberto writes to us from La Bella Italia on page 10



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On page 4, Alan Edwards remembers Gordon Murdoch who died recently

## 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

(or during Covid—Non Events)



### APRIL

<del>18</del>	<b>MG &amp; Triumph Spares Day, Telford International Centre, Overdale, Telford, TF3 4JA – TR Register Stand – Rescheduled to 22nd August</b>
20	<b>CLUB NIGHT ZOOM MEETING</b>
25	FBHVC Drive it Day

### MAY

18	Triumph Track Day at Castle Combe
<b>18</b>	<b>CLUB NIGHT—ZOOM MEETING</b>

**TBA = To Be Arranged TBC = To Be Confirmed**

**TR Register events in red TR Shropshire Group events in UPPER CASE and bold red**

#### **IMPORTANT INFORMATION REGARDING FUTURE EVENTS**

- Standard Triumph Picnic. 9th May at Walton Hall Hotel and Spa, Walton, Wellesbourne, Warwick CV35 9HG
- MG & Triumph Spares Day, Telford International Centre, Overdale, Telford, TF3 4JA – 22nd August
- 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



Welcome to the fourth issue of TR Torque. Another bumper issue that I am sure you will enjoy.

It is now five years since Simon Beresford sadly passed away. Simon and his wife, Helen, were founder members of the Shropshire Group. For many, many years Simon was concurrently the Group Secretary of the Shropshire Group and of the Stoke Group. From his teenage years in the USA, he was a complete TR aficionado. In this issue, Helen gives an insight into both the man and his cars.

As you will be aware, former Shropshire Group Leader, Richard Scott, emigrated to Canada. In this issue he explains how he exported his TR6 to his new home and gives a description of the Triumph scene in Toronto.

Steve Buxton has been hard at work restoring his TR3A which was imported some years ago. He discusses the choice and installation of a replacement gearbox. This was obviously done to Steve's usual high standards.

Continuing the international theme, we have more from our Italian Correspondent, Alberto, along with an interesting tale and Peter delves further into the Michelotti/Vignale flags which adorned several Standard and Triumph cars.

My TR6 was due its MoT in March and I was surprised to see that it had only completed 1200 miles in the last 12 months. A complete contrast to the previous year when it was necessary to increase my agreed mileage to 7,500! This has led me to resolve to use the TR as soon as possible. But when will that be? The TR Register's guidance suggests that we should do nothing before 21st June. Boris's Roadmap, however, does give some glimpses of light:

The "Stay at Home" rule is due to end on the 29<sup>th</sup> March. From the same date the "Rule of Six" will apply outdoors. This will allow small runs of 3 to 6 cars.

From 12<sup>th</sup> April pubs will be able to serve outdoors (Rule of Six still in force).

The Rule of Six outdoors ends on 17<sup>th</sup> May but outdoor meetings of more than 30 people will be illegal. I hope that from then we will be able to take part in runs of up to 15 cars/30 people.

So, whilst I can arrange neither Group runs nor events, there should be opportunities to get out into the Spring sunshine – subject, of course, to no further restrictions.

Sunday, 25<sup>th</sup> April is the Federation of British Historic Vehicle Clubs designated "Drive-it-Day". Obviously, it will not be possible to organise our normal Group Run but I hope that we can all take our TRs out for an airing. I most certainly will. If you see me on the road, please wave!

Roger



# In Memorium—Gordon Murdoch

Alan Edwards



## GORDON MURDOCH R.I.P. 1946 – 2021 (AN ADOPTED SHROPPIE)



Gordon peering into Helen Beresford's TR4



Gordon's TR5

The Shropshire Group of the TR Register has always been noted as the most friendly of Groups attracting interlopers from many of the neighbouring areas, including Staffs and Warwick, Birmingham and Red Rose but one individual had the honour of being the most distant adopted Shroppie.

Gordon Murdoch lived in Rosemarkie, a village north of Inverness. His trip from home to the Malvern showground amounted to no less than 492 miles each way. He would set off in a TR in the very early hours of Thursday morning to be at the ground by lunchtime to help setting up the show, erecting signs, banners and generally mucking in. He would then pitch his tiny tent in the field adjacent to the spot always occupied by the Shropshire Group.

No-one could miss Gordon as he was always immaculately dressed with the shiniest shoes ever seen but it was easy to trip over his tent in the dark as it was so small. Forget, clothes, food and gas stoves, there wasn't room for any of those but he always came armed with a good bottle or two of Scotch which was liberally passed around the group.

Gordon was a kind, generous gentleman who had had an exciting life before settling way up north with wife Jan and his beloved dog, Darby. He had built a successful business installing security doors, barriers and screens in banks and then used some of his profits to buy a TR5 and TR6.

He also bought a Metro GTA which was cossetted in a neighbour's garage and subsequently sold with only 5,000 miles on the odometer.

Both Gordon and Jan were active members of the Island and Highlands Group covering many miles attending shows, charity events and helping members with car issues.

Many amusing tales could be told about Gordon, some from our trips to stay with him and Jan but perhaps it should be said that his dog always came first ! He was noted for allocating nicknames, "The Long and Winding" to Steve Rhodes and I was "The Doc".

He would often ring on Monday evenings, "How are you, how's the family and do you think Fitchetts might have a Widget for the TR ? If they've got one how do you get at it and how does it fit ? He was modest in the way he portrayed his mechanic skills but he had tackled most major jobs including engine rebuilds.

Sadly, in 2013 Gordon succumbed to dementia and suffered a complete change of personality which resulted in him being transferred to a home on the outskirts of Inverness where he became head of the gardening group.

Gordon passed away on 26 March aged 74, he will be sadly missed by all who had the pleasure of his company.



Gordon in the centre facing the camera

# In Memory of Simon Beresford

1957— 2016 by Helen Beresford



If you have a love for Triumph TR's, you may well have come across Simon. His enthusiasm was infectious, he had a wealth of knowledge and would help anyone, at the drop of a hat. With a twang of an American accent, many people over time, have wondered where Simon's love for TR's came from.

## Adventurous from the start

Simons parents met in Market Drayton, Shropshire; his father was doing national service in the RAF at Tern Hill, where he flew Vampire jets. The couple married and moved to Abingdon, Oxford, where Simon was born. His father was studying at Oxford University to become a Doctor.

Following his graduation, the family moved to Germany for 3 years, where his brother Rufus was born; followed shortly after by his sister Caroline. The Beresfords moved on to Beirut, Lebanon, for 3 years but had to leave swiftly due to the 6-day war. Following evacuation on the deck of a Russian oil tanker, bound for Cyprus, the family and their Opal Record, then drove back to Market Drayton in June 1967.

His dad landed his perfect role as Professor of Anatomy and research into Cancers, at West Virginia University in Morgantown, USA. The family emigrated in late 1969, making the trip on the QE2 when Simon was almost 12.

## An early love

At 13 years old, Simon fell in love. It was a TR4A, old English white with a red interior. The car belonged to an Irish Doctor, who was a friend of his father. When he came to visit, Simon would sit on the wall just looking at the car and asking question after question. He vowed one day that he would have one of his own.



*Simon aged 16 with his first TR4*

3 years later, on his 16<sup>th</sup> birthday, Simon passed his driving test but he could not find a TR for sale, so he settled on a red Fiat 124 Spyder; it was close enough for now. A TR4 came up



*Simon, aged 16 with his Fiat 124 Spider off to the Prom in his brown Tuxedo.*

for sale only a few months later, it was Sebring white with two navy stripes that ran from front to back on the near side, a version of Shelby race colours. This is not the TR4 that he owned for 41 years. He sprayed the car in British racing green and drove it every day. He used to take out the pas-



*Simon aged 18 with his 'yellow' TR*

senger seat so that he was able to fit in his camping gear, canoe, skis or any other equipment that he needed to explore the Appalachian Mountains or Monongahela River. He even slept in the passenger side of the car when he went to his first TR meet. He was not allowed to park with the side screen cars as the TR4 was classed as too modern; the organisers said that it was not a real TR.

## RRF 643B

In the summer of 1976, Simon was driving through Osage, on the outskirts of Morgantown, in a Volvo Amazon with his good friend Kenny.

They spotted a TR4 in a front yard and immediately enquired if it was for sale. After speaking with the owner, he told them that his wife was about to give birth to their 6th child and so would happily sell the car, but he gave the warning that he didn't ever think it would run again.

They settled on \$200, Simon left a small deposit, went home and took out a student loan. It was time to collect the car. He had taken with him the carburetors and the battery off his other TR4, along with a jerry can of fresh petrol.

Once he paid the rest of the money they proceeded to fit the carburetors, had a little tinker, added the petrol and the car struck up; with lots of dust and a few little critters, the car came to life. This was to be the start of a wonderful 41-year love affair. The previous owner was so shocked, Simon drove the car home behind Kenny.

Within a couple of weeks he had sprayed the car matt black, he was ahead of his time. He continued to drive his other TR4, daily and kept what would become 'RRF' for best. He ran both cars until 1979 when he sold his first TR, but not before he sprayed RRF banana yellow.

#### **Absence made the heart grow fonder**

With the funds from the sale of his first TR4 In 1980, Simon decided to take a year out of University and go and stay with his Grandparents in Market Drayton. This is where he met his future wife, me! He returned to Morgantown in August 1981 and I went to visit him a month later where he couldn't wait to take me for a drive. He had an 8 track under the seat so, with ELO playing, I was indoctrinated with TRs.



*Autotest for Men at an International at Malvern about 7 years ago. (On a couple of occasions, Simon won the Autotest for Men and Helen the Autotest for women—Ed)*

During that first visit, I pushed her halfway around West Virginia, due to an earthing problem, but that didn't put us off. Simon returned to England and we got married in 1982, leaving his beloved TR4 on the other side of the Atlantic, only visiting once a year until 1987.

Even though for that 5 years, the family didn't have a TR in England we attended all of the TR events that we could, meeting many lifelong friends.

5 years and three children later, the whole family returned to Morgantown for Simons sister's wedding. During the few years prior, Simon had made various enquiries to find out how much it would be to repatriate his beloved TR4, they had quoted £2,500. With a wife, 3 children and a mortgage, there was no way this was going to happen.

It was decided that during this visit, we would sell the car and we would try to find a TR in England with the proceeds. Simon washed her ready to advertise her and was visibly upset. His brother, Rufus suggested calling from the USA to see how much it would be to ship her, the phone call was made to Mann and Son, they said that 'Roll on, roll off' was \$250, so she was coming back to England to join the rest of the family.



*The Beresford children at Morgantown West Virginia the car that is now RRF 643B*

#### **A happy reunion**

The family flew home in late August, Joanne and Rufus drove the car to Baltimore and after just over a week later the family and I collected her from Liverpool. She came home on the trailer behind the Red Volvo Amazon. Almost immediately, Simon set about doing a bare metal respray. Simon had sent off for a heritage trace, as it helped to get an age-related UK registration plate, and found out that she had been built on the 14<sup>th</sup> January 1964, she was black, with white wall tyres and had a heater, a wooden dash and a radio.

As she had been sold in Detroit, the car was made left-hand drive, which there was no need to change and although not her original colour, the decision was made, Sebring White with two blue stripes, in a homage to his first TR4. I teased Simon that he would sell me before the car, it was probably true.

Simon removed the engine and attempted to repair the rear oil seal leak ready for the 1988 TR International, but it wasn't to be for that year. However, as soon as the car was back on the road, in the summer of 1988, Simon and I loaded up the



*At The Wharf*

three children, William, Rhianna and Kayley, on the back seat and went to every event going,

In 1989, the three children couldn't squeeze into the back seat any longer, we looked at a GT6 but it wasn't a TR. Rufus and Joanne had now begun a business, shipping classic cars



*Simon hill climbing at Loton Park*

back to the UK and they managed to find a TR4A, which had originally been shipped to San Francisco. At some point, it had been driven across the United States as they found it right on the doorstep, in Morgantown.

The car was originally powder blue, Simon fitted TR6 wheels and tyres, just like RRF, so the colour scheme had to be Cavalry Blue with two white stripes....we now had his and her TRs and the children were divided between the two. The family attended TR Register and many other classic car event's across the UK, days and camping weekends.

TRs and the children were divided between the two. The family attended TR Register and many other classic car event's across the UK, days and camping weekends. The children grew up in the back seat of those TRs.

In 1991 Rufus and Joanne shipped a nice TR3A, so this was added to the family. Simon returned it to it's original colour

of Sebring White, but after driving it for 3 years, Rufus was spraying his Austin Healy 3000 Colorado red, Simon liked the colour and the TR3A has been that colour ever since. Two years later, Simon was made redundant so with 3 TR's, 3 Volvo Amazons, one car had to go. With heavy hearts, the TR4A was sold to a man from South Yorkshire.

After years of travelling to watch sprints and hill climbs, Simon and I decided to give it a go ourselves. In 1996, we bought a TR4, which became our racecar. Unfortunately, two years later, when I was travelling to Stoke, a speeding car caused a major accident. The car was written off and Simon, who was travelling in the car behind, saved my life.

Over the next couple of years, Simon bought TR6 with a Rover SD1 3.5 litre engine and 5-speed gearbox; Simon was a petrol head, having grown up around American muscle cars, and so

the style of a TR with the roar of the V8, very much appealed to him. He and Kayley also built a trailer from the rear end of a TR4, after seeing the idea on a Triumph Herald in the USA, many years before.

In 1999, I opened the TR Action Magazine, looked at the cars for sale and read out to Simon a left-hand drive TR4A in South Yorkshire. He said that it sounded good, but I read it again and said, "don't you think it's our old car". Without even going to visit the car, she was coming home again.



*The TR6 on the front cover of TR Action*

Over the next 15 years, there were many more additions to the Beresford's car collection. With the children getting older, growing up and driving licences of their own; they followed in their parent's footsteps. There were more TRs, Amazons, Triumph Spitfire, Volvo P1800 (just like The Saint), and another TR4 for their youngest daughter, which Simon and I bought off her when she was buying her first house; it was too good to let go. The family spent many weeks travelling around the UK, the family motto "Drive it like you stole it" and CB radios to keep in touch on convoys.

Throughout this time, Simon and I attended events across the UK but also in Sweden, Denmark, France, Belgium, Ireland, Germany, Netherlands, Isle of Mann and Jersey. We were the first couple to be awarded the TR Register Gold Award. The highlight of the year was the TR International and we often won the Gymkhana and Autotests; Simon had practised in the car park of the Mall, back in Morgantown, many years prior. He even ran the Young Driver group at the International teaching children to drive the TR3A in an enclosed paddock.

A keen photographer, Simon took many photographs and videos of race meetings and the TR Action featured 3 of his photographs as cover photos. One of the photos of the TR4 won an award and one was used as the official TR Register Christmas card.

Simon coordinated both the Shropshire and Stoke TR groups and wrote the updates for both groups in the TR Action. He founded and ran the Wharf event in Shropshire for 22 years. It grew to be a busy event and on a sunny evening, 850 classic cars attended in 2015, which turned out to be Simon's final year.

Simon was given a recognition award in March 2016, with a presentation and attended by approximately 200 of his close TR family. This was 4 months after the diagnosis of a rare and aggressive form of cancer in late 2015.



*TRs at Simon's funeral*



*RRF with trailer—the owner of the red one saw this one previously and made one too!*



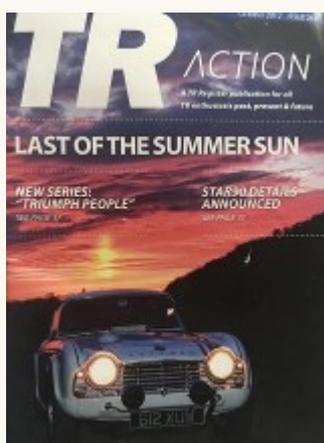
*Simon's 1st TR at the shopping Mall in Morgantown. Originally white with blue stripes, sprayed matt black then green then sold it and kept RRF.*



*Simon used to say that he would rather push a TR than drive a modern car. Here he and grandson are demonstrating that concept!*



*The Beresford family in Simon's 1st TR in Morgantown, West Virginia.*



*TR Action front pages featuring Beresford TRs*



*In Holland for the International where we stayed on the SS Rotterdam*

# Our Canadian Correspondent

July 2019—By Richard Scorr



## A Canuck and his '6' - Emigration and Importation.

For those who don't know me, I was the Shropshire Group Leader for near enough ten years back in the noughties prior to Roger and David ably taking the reins. As for how I ended up in Canada along with my 1972 TR6 is the subject of this narrative, although I will also attempt to give an insight into the local Triumph and Classic car scene here in Ontario in future articles as I discover more about them myself.

Having been born in Canada and with various relatives living here I've always felt an affinity or bond with the country and the lifestyle, particularly when returning on the many occasions for family visits. I've also tended to live by the mantra of 'attempting rather than wondering' throughout much of my adult life....competing for several years in the TR Register Sprint & Hillclimb Championship (rather inconspicuously) and taking up Skydiving (so far safely) are a couple of examples.

To cut a long story short, I was lucky enough to be able to take early retirement in 2016 by which time I was seriously investigating the in's and out's of emigrating....attempting rather than wondering again! In 2017 I made the move leaving the TR6 in the very capable care of my good friend Ken Rudge (Sapphire Blue TR6). Sadly Ken passed away in late 2019 so it was time to literally put the wheels in motion and get FJH440K across the 'pond'.

I already knew the fact that it was RHD and Petrol Injected wouldn't be an issue and after seeing other modified TR's at the annual British Car Day here I was content that the numerous modifications I'd done over the years, particularly for the hillclimbing, would be allowed. As an aside, I had a friend, Mischa Studiger, who had to remove the Spax dampers and drilled brake discs from his TR4 and replace them with OEM parts before he could import his car back into Germany and subsequently pass their TÜV inspection!



My main concern was the documentation. I needed to be sure that the car would meet the CBSA (Canadian Border Services Agency) requirements and that once here Service Ontario, the local DVLA equivalent, would allow it to be registered and licenced. After numerous emails, phone calls and personal visits I thought I had everything I needed, so after

obtaining a shipping quote through the company that had handled my personal belongings back in 2017, a date was confirmed and I booked a flight back to the UK.

The plan was to give the car a good once over, prepare it for shipping and fix a couple of issues that I knew would be needed for driving in Canada, namely LHD dipping headlights and bumpers front and rear. Those Shropshire members who remember the car will remember its 'bumperless' condition, a legacy of the hillclimbing days.

Then the pandemic arrived! I had to get back to Canada while I could still get a return flight leaving a cousin to supervise the loading of the TR into its container at some future date when Covid restrictions were lifted. After three postponements it was finally loaded in mid May and with a big sigh of relief from yours truly arrived safely in Canada in mid June.

With the CBSA import documentation in hand after they had cheerfully relieved me of several hundred dollars in duty it was off to a local Service Ontario office to get the Registration Document (V5 equivalent), purchase a set of licence plates and buy a

temporary plate sticker. This all allowed me to get it insured and then drive to a local garage for the mandatory safety inspection, similar to an MoT. I'm lucky that this local garage is an importer of European sports cars and has a specialist department for classic British cars so they were very familiar with a TR6.



I had a scare whilst getting insurance though. I had previously checked that I could insure a RHD imported classic on a limited mileage policy through a specialist insurer, Hagerty, but then it transpired that they usually only insured an individual who had held a Canadian driving licence for at least ten years! I now had visions of only being able to use it off-road, track days etc, or paying \$1500+ yearly for a regular policy. Fortunately, after some negotiation I was able to get the specific agreed value classic car policy I needed, limited to 5000km per annum for a similar price to what I previously paid with the TR Register scheme in the UK.....phew!



I needn't have worried, they were very complimentary about the car and impressed with the performance on the road test. I suppose with them being used to servicing N. American spec twin carb 125bhp TR's, mine had a significant advantage! In fact I now think that fitting the new bumpers was in reality unnecessary so I may remove them again at some point, however they do like their chrome over here so they may stay put, well see.

The final hurdle was that safety inspection. Had I covered everything, was there a vehicle requirement that I was unaware of, would something fail at the wrong moment?

So, it was back to the Service Ontario office with the inspection form proudly in hand to swop the temporary licence plate sticker for an annual one at the much reduced "historic vehicle" rate, then get out on the road and enjoy driving FJH440K, or rather 6H9100 as I guess it should now be known, for the rest of the summer, pandemic notwithstanding, but that's for another instalment.....

## 'Our Correspondent in Italy'

An Italian Update by Alberto Grisoni



Here we are: Spring is coming and TRs tingle in their hopefully warm garages. Friends with British sports cars living in the misty and icy lowlands begin to call : "Hey Alberto, how are you doing? No Corona? We are planning a short journey on the hills of the lake, are you ready? Some suggestions? ..."



*Laura Grisoni and friends in happier times than now!*

As they usually come on the lake when the weather is good , they imagine that this is the land of eternal summer.

It must be said that in winter the lake area is 3 or 4 degrees warmer than there but from their -6 degC to our -2degC , the difference is not much as far as TR driving is concerned.

This winter we have had a lot of snow in the North of Italy : all the sky resorts were ready for a brilliant season but because of the Covid restrictions, everything was closed. What a shame!

On the Covid front, we have now 350000 positives in Italy, which is 10 times less than in France. In spite of that , while we can go everywhere within our own Region, we cannot cross the border with the other ones, safe for medical reasons, work or well documented urgent matters.

We are back in the same condition we were 150 years ago: our shore of Lago Maggiore was in the Kingdom of Piedmont , the other side was in the Austrian Empire and the North was, and still is, in Swiss (Canton Ticino, where people speak our own dialect, being this border with an artificial line cut across the lake 400 years ago). At that time Piedmont and Lom-

bardy ( then Austria ) were enemies : a terrible war raged here for a century and obviously it was not easy to cross the border. Well : now it is the same, safe for the cannon balls.

What for the season and the Covid I have had to postpone some improvements to my TR4A.

I must tell you that I bought my TR in 1996. It was in poor condition. Storicar srl, a garage run by family Tentori ( Antonio, his son Christian and his daughter Simona) did an excellent work in rebuilding it but, as for the camshaft, instead of restoring the original we bought a new one . As you know the only available is the camshaft of TR3-TR4 which opens 4 degrees less than the TR4A's.

I would lose 4 HP but I thought that the engine would last more. As years passed by, I noticed that engine power was slowly decreasing. The engine has always been very smooth and regular but the power was getting lower and lower. I thought that the reason was in the camshaft that had already covered some 80000 miles. For this reason I asked Mr Tentori to restore the original one, which I had kept and put it in the engine.



*Alberto's and his friends' cars at Lago Maggiore near to where Alberto and Laura live.*

He refused, saying that it was not worth dismantling the engine only for that, as it was running well. I mumbled until last October when I started to focus my attention on the distributor shaft that was showing an abnormal tolerance. I

then decided to install an electronic ignition and my wife Laura bought for my birthday a 123ignition distributor ( GB-4-R-V ) from Mr Leen de Bodt ( [info@123ignitionshop.com](mailto:info@123ignitionshop.com) ) in Holland.

As this distributor sports 15 different diagrams, I asked him to set the correct curve for my car, before the delivery.

I gave him the numbers of my old one and accordingly he programmed it on curve 3. At this point, the problem, for the above Covid reasons, was to cross the "war" border between Piedmont and Lombardy and take my car to Mr Tentori, who is located in Lombardy, just the other side of the Lake.

Yesterday, I took a risk and drove the TR there. As my dentist is also located in Lombardy, in case of a check point, I could pretend I was going there. I passed in front of Carabinieri but they didn't stop me as they were already busy with somebody else.

In a couple of hours the new distributor was installed. The static advance was set at 11 degrees with the stroboscope and after this final operation we were ready to go and drink a well deserved coffee at the bar of the small village. Well: the car has gone back to its original 100HP.

I assume that before I was losing one fourth of the power. A tip: at the workshop, we noticed that the earth cable of the battery was in bad condition and warm. A new one solved also another problem: the starter motor seemed to be a bit weak but the reason was in the reduced diameter of the above cable, and in its many broken wires.

What more is there to say? We are now longing for nice picnics with the friends coming from the lowlands !



*It snows in Italy but that doesn't put Alberto off driving his TR4!*



*Alberto and Sgr Tenori with Alberto's TR4.*

## 'Our Italian Correspondent'

A (very) short story by Alberto Grisoni



Twenty years ago, while rummaging about the cellar of an ancient farm owned by my family since the seventeenth century, I came across an old trunk. I managed to clear it from the cobwebs and I forced the rusty lock to inspect the content.



Among the yellowish remains of the wedding clothes of some long departed relative of mine, I found the effigy of my ancestor, Sir Albert McGrison- Campbell. At that very moment, I decided I must go and visit his now ruined mansion in County Argyll and Bute.

The McGrison-Campbell family had sided with a loser clan and for this reason they lost much of their once rich property. Moreover, during a storm, the unsafe highest tower of the small castle had collapsed. Sir Albert was found dead a few years later sitting on the stone throne in the hall.

His son Andrew decided to search for new perspectives in Switzerland where they had some far Italian relatives in the Italian community and there his name was Italianised as Grisoni. As in the seventeenth century, the richest place in the area was the kingdom of Piedmont and the family moved again to settle down on the shores of Lake Maggiore.

One week after my discovery, I decided to get on my Triumph Trident 750 cc and head up to Scotland in search of my family's past. At dusk on the first day of my journey, under a cold drizzle, I was still looking for an hotel in the Ardennes area when, at the crossroads between the motorway to Bruxelles and a small rural road, I saw a feeble light. I stopped and encountered a blond and pale girl who told me to keep driving through the woods for about twelve kilometres. where I would find a small hotel.

As nightfall came I began to lose any hope of reaching the hotel when at last I found a cosy hotel overlooking a lake.

The owner was a lean old Flemish man who seemed to gasp when I mentioned my encounter with the strange girl. He didn't care much about my dripping Belstaff or my hands, dirty with the grease of my bike and led me to a comfortable room with a lovely view of the lake.

In spite of the fatigue, I didn't sleep well and I had a quite restless night, populated with images of my ancestors and their unlucky lives.

The following morning the rain had given way to a cold wind that scattered the fog among the high larches. After a hearty breakfast, I set off on my journey. By two o'clock in the afternoon, I was already in the UK leaving the M25 for the M40 for Glasgow.

Two days later, as I motored on in the drizzle towards Loch Awe and while meandering through the winding roads of the highlands, through the misty heather away in the distance, I saw the castle of my ancestors.



Eventually I reached the place. Gusts of fog licked the empty enormous windows and the silence was deafening. It was with an understandable emotion that I had the pleasure to sit on the throne of Sir Albert, beneath a heavy sky, as the roof had fallen in at least two centuries before.

I was alone and my mind drifted into the past, following the steps of the many generations of McGrisons climbing up the stone staircases leading to the ghosts of the battlements. I dozed off and later on, leaving the ruins, I saw far away a young girl shepherding a flock of sheep accompanied by a her trusty border Collie. Nearer to the castle were a herd of shaggy red highland cattle munching at the highland grass.

After exploring the ruins and a brief tour of the area, taking time to drive along the quiet mountain roads through sweeping glens and alongside lochs, I headed back to Italy.

Two evenings later, I paid a visit to Rimmer in Lincoln and there I bought a few small spares for my TR4. It was raining, it was cold, nobody on the roads and no signs of accommodation...I was quite concerned about my situation when, it was already midnight, I saw a flickering light on the side of A607 to Grantham.

I approached and saw someone walking by the side of the road. It was a girl who rather strangely looked like the one that I had met in the Ardennes and who directed me to my hotel that night.

I stopped and asked her the whereabouts of a hotel nearby. She didn't think there was anywhere for miles but she explained that the house that she shared with her father and the little brother and if I wanted I would be welcome to stay for the night.

She warned me that her house was some way off along a woodland path as there was no road leading to it. I left my bike beside the road, with the intention of retrieving it the next morning and we ventured set off through a scrub of trees and eventually we found a small cottage. I thought that everybody was sleeping but we found them sitting in front of the fireplace, as if they were waiting for somebody.

The father offered me a delicious cream tea and a slice of apple pie and asked me with a smile if I had met somebody on my trip. I told him of the pale girl in the Ardennes and how the same situation had repeated now with his daughter. We said goodnight and I went to bed in the remains of a dreamless night.

I got up at 10 o'clock the next morning but downstairs there was nobody, nothing, not even a note. I shaved, brushed my teeth and crossed the small wood. This time the path seemed to me so much longer than the night before but eventually I found my Trident where I had left it. I opened the petrol taps, I put on the helmet and off I went along a deserted eerily quiet A607.



I stopped at a gas station and parked the bike near the petrol pumps amazed as there didn't seem to be anyone around at all. I was managing to pay at the pump with my VISA when my eyes stopped on the window pane of the station it didn't reflect my image.

I started to hear some far away bagpipes and to see whispers of many trembling fingers of white smoke approaching from out of the haze. My ancestors were calling me up the mouldy stone spiral stairs to the battlements. The McGrisons would be together again and now we all shared the open spaces of the mind between life and death, forever!

**AA**

by Peter Napier



My renewal came through this month informing me that my membership has gone up from £224.83 to £266.50. Knowing how the AA and similar organisations work, I immediately went onto the internet and obtained a quotation as if I was Joe Bloggs (John Jones actually) at my daughter's address in Shrewsbury.

The exact same cover was £179.00!

I called the AA. Told them I would cancel my membership which they were disappointed by but perked up a little when I told them that I would immediately rejoin online for almost £100 less!

They then asked me if costs was my only concern. Of course it is. How can I complain about the



service after two relay recoveries in 12 months? "Yes" I replied. "OK" the AA said "you are through to the exactly the right person to deal with that. However the quote that you obtained on the internet is an introductory offer only for new members".

"Is it?", I replied. "It doesn't say that anywhere on your web site". "OK" the AA said, "we can

renew as a gesture of good will for this year and guarantee that it will be held at that for the following year for £199".

"Very generous", I replied "but not as generous as the offer online". "Okay, the AA said, we will match that in order to keep your business".



### Introduction

We imported our 1958 TR3a from the USA around 7 years ago, the car is LHD and is fitted with the original standard gearbox without overdrive or synchromesh in first gear. The lack of overdrive has limited that distance which we travel especially on motorways and dual carriageways due to the high engine revs, approximately 3,500rpm at 70mph.

Firstly, we had to decide which gearbox and overdrive unit to fit and whether to stick with the original TR3a sprung clutch design or upgrade to the diaphragm arrangement fitted to later cars. The principal dimensions of Triumph gearboxes fitted from the early 1950's through to the mid 1970's, are the same although there are some subtle changes which you need to be aware of which are highlighted in this article.

The decisions were partly driven by what was available, design improvements made over the years and our past experience with gearboxes fitted to our TR250 and Stag which we have owned and I have worked on for many years. We decided to fit a Stag gearbox and a 28% J type overdrive from a Triumph saloon, as this incorporates a number of design improvements including synchromesh in all gears, reliable overdrive and a reduction of 980rpm at 70mph, which is in keeping with my ageing laid back approach to motoring.

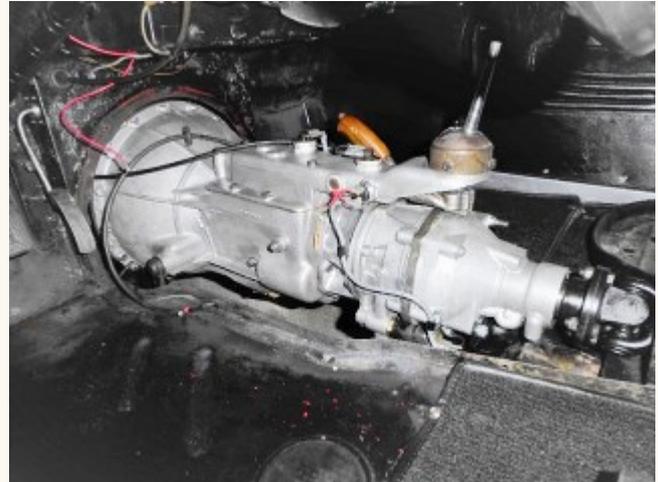
The decision regarding which clutch to use is discussed later as the original TR3a clutch works very well but I have experienced problems with the diaphragm design, particularly on the Stag.

The gearbox and overdrive were both overhauled and fitted with new bearings, seals, layshaft and synchromesh rings, where required. I don't propose to go through the detail of overhauling the units other than to say that there are some very good articles written by Buckeye Triumphs available on the internet and the OEM manuals are excellent.

Specialist tooling is required to overhaul the units which is essential, but this can be manufactured easily in a home workshop and DIY enthusiasts should not be put off, there are many sources of help within the club and it does not have to cost a fortune.

This article is aimed at highlighting the principal design differences and what is required on a practical level to achieve a successful outcome. The reason for writing it was that I couldn't find anything which explained what was involved from start to finish and as a result there were a few surprises.

Photographs of the original and upgraded gearbox installations are shown in figs, 1 & 2.



**Fig 1** Original TR3a gearbox installation



**Fig 2** Stag gearbox & J type overdrive fitted to TR3a

### Gearbox conversion and design differences

The design differences are summarised below.

- a) The gearbox mounting flange which is bolted to the engine is 6mm thicker on a Stag gearbox and therefore the studs and bolts need to be longer. All of the later gearboxes have a thicker mounting flange and additional strengthening ribs in the bell housing. The bolt location and sizes remain the same.
- b) The clutch actuating lever is on the RHS for the Stag and LHS on the TR. Unfortunately, the cross shafts are handed and are not interchangeable. The actuating lever and fork can be used from the TR3a, but longer bushes are recommended in the gearcase. We used a cross shaft from a later TR gearbox, (TR4a onwards).

c) The gearbox front cover which carries the clutch release bearing carrier is too long on the Stag gearbox. This has to be changed along with the correct clutch release bearing carrier to the correct length. The length of the cover is critical and is dependent on the type of clutch design fitted. The plain machined portion of the cover must be as follows. The different designs are shown in the diagrams, ref figs 9, 10 & 11.

- i) Original 3a sprung clutch design cover length 60mm
- ii) Later diaphragm clutch design cover length 50mm (This must not be exceeded or contact will occur between the diaphragm and end of the cover)
- iii) The clutch release bearing carrier which slides on the machined portion of the cover must also be changed for the correct type as they are also of different lengths & design.

In our case we used the original 3a cover and release bearing from the old gearbox, as we opted for using the sprung clutch in favour of the diaphragm design, the reason behind this is explained later.

d) The constant pinion shaft, which carries the clutch plate and locates in the back of the crank shaft, has to be changed as the one fitted to the Stag gearbox is too long, ref fig 3. These can either be purchased new or used from a late TR6 gearbox. However, there are a number of detail design changes which you need to be aware of.

- iv) The new shaft has a shorter length of engagement in the crank shaft bearing compared with the original 3a gearbox shaft. This is because the end of the new shaft is 18mm and the original one is 32mm long. I have checked the engagement in the crank shaft bearing and this is 15mm with the new shaft which is the same as the TR4a to TR6 which is assumed to be adequate.
- v) The Stag and later TR6 gearboxes are fitted with a metric main shaft spigot needle roller bearing, these are not interchangeable with the earlier imperial shafts & bearings. (metric constant pinion shaft Part No 219126)
- vi) The helix angle on the constant pinion shaft gear was also changed from 40° to 35° and must be matched with the constant gear which runs on the layshaft. If in any doubt change both gears, our experience is that all stag boxes were fitted

with 35° helix angle gears. (shaft Part No 219126 has gears with a 35° helix angle.

vii) The original metric needle roller bearings part No158368 are fitted with 12 rollers, the main suppliers are now offering inferior bearings with only 11 rollers and poorly manufactured cages. The reduction in rollers translates to a reduction in the bearing load carrying capacity which is not a good idea as two of these bearings are also fitted to the rear of the layshaft to improve the load carrying capacity and reduce the problem of lay shaft surface fatigue failures.

e) The Stag gearbox is fitted with uprated lay gears which incorporate the following improvements.

viii) The rear end of the layshaft is a larger diameter fitted with two metric roller bearings to increase the capacity and reduce the risk of lay shaft fatigue failures.

ix) The bimetal thrust washers at both ends of the layshaft are replaced with needle roller thrust bearings on the stag box which gives a much better highspeed load carrying capacity, ref fig 4.

x) In order to accommodate the above improvements, the gearcase was modified and therefore without modifying of the TR gearcase, they are not interchangeable.



Fig 3. Shorter constant pinion shaft required for the TR installation



**Fig 4.** Layshaft gears showing the needle roller thrust bearings



**Fig 5.** Longer cross shaft bushes bearings fitted to the Stag

- f) The gear lever on the TR3a is much shorter and straight in design and has a slot through the ball end with a ¼" UNF bolt which passes through the whole assembly to locate the lever in place, rather than the later design which has a slotted ball both sides and adjustable pins and lock nuts. Whilst the Stag gear lever is too long, the later gear lever fitted to TR's can be fitted and will still clear the TR3a dashboard. We decided to keep the original from the 3a box.
- g) The Stag and later TR bell housings have a larger bulge at the back of the starter motor to accommodate both the pre-engaged and fly in starter motor Bendix design. This is not a problem until you come to fit the original pressed steel transmission cover which is not designed to accommodate this addition. This will require some re forming with a gas torch and hammer, or alternatively the later plastic moulded type already have this feature built in, ref fig 6.
- h) Longer cross shaft lever bushes are now available to fit in the gearcase, which should always be fitted to reduce wear as the original bushes were very short, ref fig 5. These are Teflon coated and therefore should not require lubrication, but I have always used graphite grease and never had a problem.
- i) The rear drive flange holes on the J type overdrive may need to be re-drilled as the pitch circle diameter of the holes is marginally smaller on the saloon cars. The drive flanges fitted to the Stag or any of the TR J type overdrives are all the same and have the holes drilled on the correct pitch circle diameter. The drive flanges fitted to the A type overdrive and none overdrive gearboxes have larger splines and will not fit the J type overdrive.



**Fig 6.** Increasing the size of the bulge in the transmission cover & position of the wiring outlet hole.

- J) The speedo drive gear, which is internal to the overdrive, has to be changed from a 6-start worm gear on the Stag to an 8 start worm gear on the TR and the pinion gear is changed from 18 teeth on the Stag to 20 teeth on the TR. This is required to ensure that the speedometer reads correctly. These parts are readily available from suppliers of overhauled Laycock overdrive units at a cost of around £60.00.

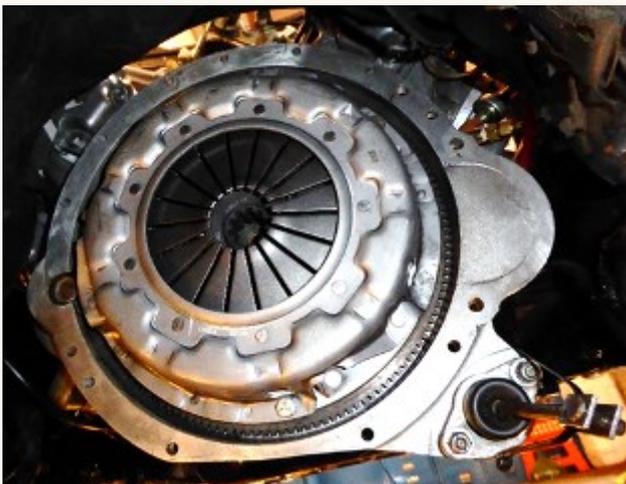
## Clutch

As mentioned before I have experienced problems with clutch vibration particularly on the Stag and have researched the cause over many years, including discussions with clutch manufacturers Borg & Beck and their attempts to resolve this issue in the 1970's. There have been many articles written over the years which point to a number of design deficiencies and improvements which can be made, but none have come to a definitive root cause. What I have noticed is that as designs have evolved the clutch release bearings are now flexibly mounted on special rubber mountings which accommodate a small

amount of radial and angular misalignment. This makes an allowance for any difference in machining tolerances between the engine and gearbox and variations in the sprung diaphragm in the clutch, which in my experience is critical. In addition, the clutch diaphragm has raised spherical fingers and the clutch release bearing face is flat. I have trialled a number of different designs over the years on the Stag with varying degrees of success. The only design which I have had no problems with over the past 3 years incorporates a special release bearing carrier which incorporates a rubber mounted flat faced release bearing from a 1980's Benford Site Dumper, ref figs 7 & 8. An unlikely source, but one which Borg & Beck assured me would be adequate for the job.

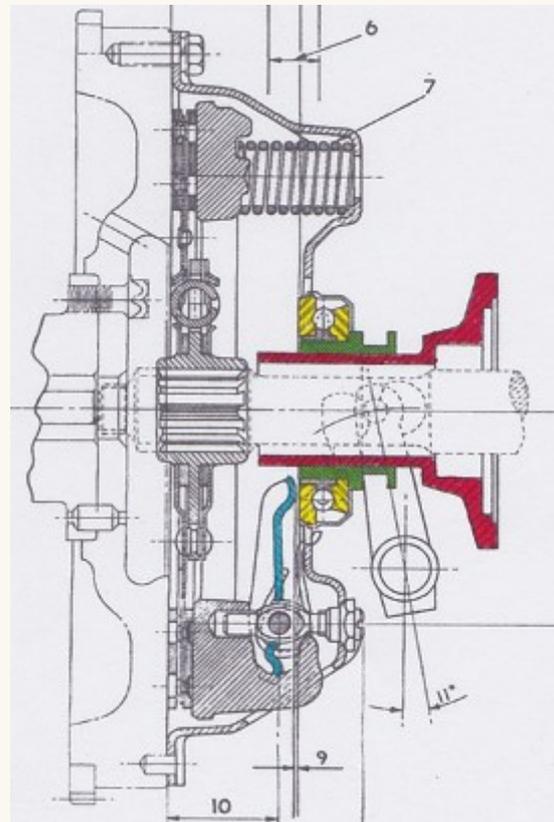


**Fig 7.** Modified Stag clutch release bearing & carrier with rubber mounted bearing.

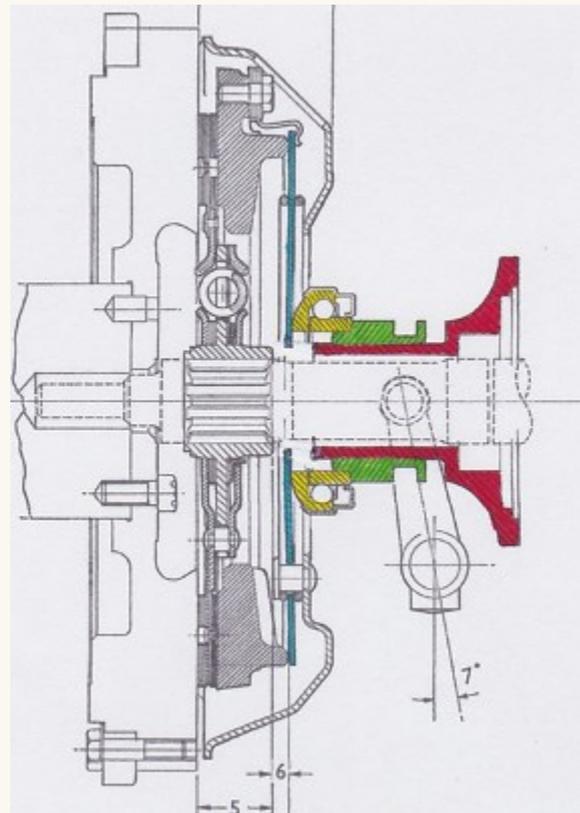


**Fig 8.** Modified Stag clutch release bearing & carrier with rubber mounted bearing.

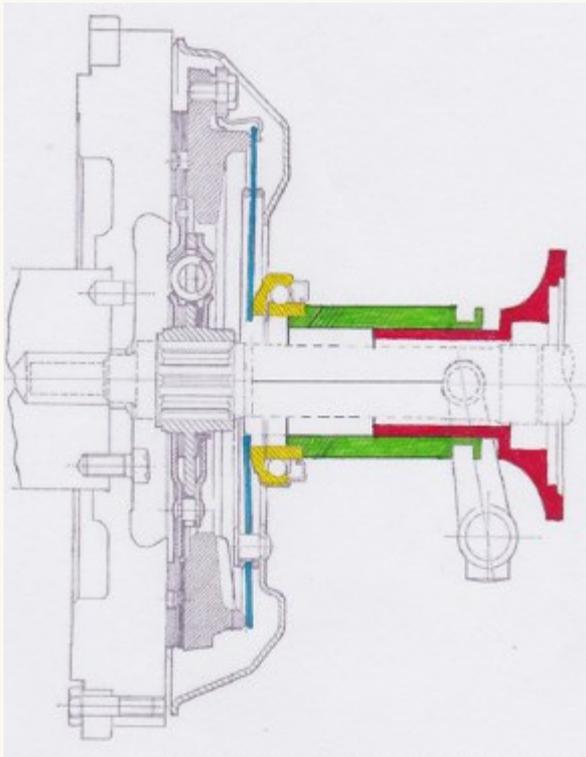
Having now stripped and examined the TR3a clutch design it is much clearer why this design is successful and the later designs can suffer problems. With the later Triumph design alignment of all of the components is critical, where the alignment is correct the clutch will operate perfectly, without any vibration. The diagrams below show the two different types of clutch and their operating mechanism as fitted to the TR3a, TR4a to 6 & Stag, ref figs 9, 10 & 11.



**Fig 9.** TR3a original spring clutch design



**Fig 10.** Benford Dumper pressure plate showing the radiused diaphragm fingers fitted to the Stag.



**Fig 11.** Stag diaphragm and clutch design

The TR3a design has a longer release bearing carrier tube, flat face release bearing operating 3 fingers. The release bearing carrier is better supported under the bearing and the carrier does not extend beyond the end of the support tube at any point during its operation.

In addition, the operating lever is close to the back of the bearing therefore reducing any twisting motion on the bearing carrier. Finally, and probably most important, is that the face of the release bearing is flat and therefore any minor radial misalignment is easily accommodated. In essence this means that the release bearing carrier can operate smoothly along the carrier tube with minimal side loading.

The later TR4a to TR6 design has shorter release bearing carrier tube, spherical face release bearing which pushes against the diaphragm fingers. The release bearing is not supported under the bearing and the carrier extends marginally beyond the end of the support tube with the clutch fully depressed. The operating lever is further behind the bearing, thus increasing the twisting motion on the bearing carrier.

The face of the release bearing is spherical in design, this causes the bearing to follow any variations in alignment or load generated by the clutch diaphragm and/or any variation in assembly tolerances which exist between the engine and gearbox. This will in turn cause side loads at a frequency of once per revolution on the carrier translating to a stick slip action during operation of the clutch, often referred to as vibration on the clutch pedal.

The Stag design uses a similar diaphragm clutch and spherical face release bearing, but as can be seen from the diagram there is a significant overhang of the release bearing carrier beyond the end of the support tube. As a result, the problems described above are much worse and the vibration felt on the Stag clutch pedal is not uncommon.

Indeed, Triumph modified the design in the early 1970's to lengthen the plain portion of the support tube from 60mm to 80mm. Whilst this was an improvement it did not solve the problem and further design modifications were proposed, but were never introduced before the end of the Stag production in 1977.

Hence our decision to keep the original design clutch and actuation mechanism fitted to the TR3a which we have never experienced a problem with.

Our TR250 is fitted with a phosphor bronze, as opposed to the standard cast iron, release bearing carrier without the anti-rotation pin which allows gradual rotation of the carrier to occur. Whilst this has been successful I am not convinced that this addresses the root cause of the stick slip vibration problem which is in my opinion down to misalignment and poor design precipitated by the need to reduce costs .

## Installation

In order to fit the Stag gearbox and J type overdrive to any of the TR's from the 2 through to the 6, a modified rear gearbox mounting is required, which are readily available from a number of suppliers. This is a simple replacement which bolts on to the existing chassis mounting lugs and J type overdrive unit, ref fig 12. Later TR 6's fitted with J type overdrives have different chassis mountings.

The new gearbox bracket fouls the exhaust pipe and its offset mounting bracket. Unfortunately, the area of the foul also coincides with where the front and rear sections of the exhaust are joined which means that both the exhaust pipe and bracket have to be squashed by approximately 15mm in order to provide around 5mm clearance. This was done with the exhaust and bracket fitted to the car and applying heat locally to the affected area in order to reshape both the bracket and pipe in situ, ref figs 13 &14. One alternative would be to remove the exhaust, move the joint forward, manufacture a bespoke exhaust mounting bracket and realign the pipe to clear the gearbox mounting. I would point out that the same gearbox mounting bracket when fitted to the later cars requires no modification to the exhaust pipe or its mounting brackets, even with a big bore exhaust fitted.

The speedo drive has moved from the front of the extension casing on the LHS to the rear of the overdrive on the RHS. The existing speedo cable can be reused and is routed over the top of the box, but a 90° angle drive has to be fitted to the overdrive.

The 90° angle drive must be fitted with a 1.5mm copper washer where it is screwed on to the overdrive, if this is not fitted the angle drive unit will fail due to axial overloading and the gearbox oil will be lost.



**Fig 12.** Limited exhaust clearance after reshaping the top of the exhaust pipe.

When refitting the cross shaft fork it is always good practice to renew the taper screwed pin as these suffer fatigue failure in service when not fitted correctly. It is essential that the taper is a good fit in the shaft over its full length, this can be checked using Engineers Blue. If it is not correct fine lapping paste can be used to obtain a good fit. Torque tighten the pin to 25 ft lb and then wire lock using annealed stainless-steel wire. Failure to achieve a good fit will result in movement and fatigue failure of the pin.

Before fitting the gearbox, it is essential that the two location dowels are in place on the engine and that these are correctly aligned with the gearbox bell housing.

We also took the opportunity to change the sintered bronze bush located in the back of the crank shaft, this was Loctited in place as the bush is not an interference fit in the crankshaft. Replacing the bush requires the removal and refitting of the fly wheel.

The existing clutch slave cylinder was reused and fitted on the rear of the gearbox flange using longer bolts. Some adjustment of the operating rod and external return spring was required to take account of the thicker bell housing flange. The rod clearance is set to 2.0mm

Prior to assembly apply graphite grease to the following areas.

- a) Sparingly to the clutch plate splines.
- b) Constant shaft spigot bearing in the rear of the crank shaft.
- c) Cross shaft bushes in the bell housing.
- d) Gearbox front cover spigot & bore of the release bearing carrier.
- e) Operating fork pins.



**Fig 14.** Limited exhaust clearance after reshaping of the top of the exhaust pipe

## Wiring

The J type overdrive solenoid does not require a relay, but it is recommended that a 10 Amp inline fuse is used in the switched supply from the ignition switch to the overdrive switch which is mounted on the dashboard. The cable must be correct rating for the application, we used 20Amp cable.

On the gearbox selector casing there are two locations for inhibitor switches on the top and one on the side for a reversing light switch, the switches are all the same design. The two inhibitor switches allow the overdrive to operate in 2nd 3rd and 4th gears, but not in 1st. If you only require overdrive in 3rd and 4th gears only one inhibitor switch is required. The inhibitor switches are fitted and adjusted using large Nylon washers, check that they operate correctly.

As this is not an area which is easily accessible with the trans-



**Fig 15.** Existing TR3a slave cylinder assembly mounted on the rear face of the gearbox flange.

mission cover in place it was decided to make a small wiring loom to include the supply to the solenoid, via the inhibitor switches and reversing light switch.

Replica overdrive switches are available from the majority of the main suppliers. The switch is located on the dashboard adjacent to the steering wheel, ref fig 16. The switch is of good quality however, the body does not clamp firmly onto the screwed fitting which locates in the dashboard facia. This required shimming, which was done with aluminium foil tape



**Fig 16.** Location of overdrive switch

to achieve a tight fit. Once fitted to the gearbox the wiring should be tested to ensure that all of the switches and solenoid work and function as intended when each of the four gears are selected. The overdrive must not operate in 1st gear or neutral with the overdrive switch in the on position.

to achieve a tight fit. Once fitted to the gearbox the wiring should be tested to ensure that all of the switches and solenoid work

Having road tested that car with the Stag gearbox fitted, I can say with confidence, that this is a very worthwhile modification and has transformed the drivability of the car. The TR 250 in the background, is undergoing a full body off restoration which is not likely to be completed until the beginning of 2022.

I hope that the technically minded of you enjoy the article and find it useful. I would be pleased to help if anyone would like further information.

Steve Buxton.  
Membership No 44405  
Derbyshire Dales Group.



**Fig 17.** Gearbox wiring look LHS



**Fig 19** Gearbox wiring loom RHS

### J Type Overdrive & Reversing Light Wiring Diagram

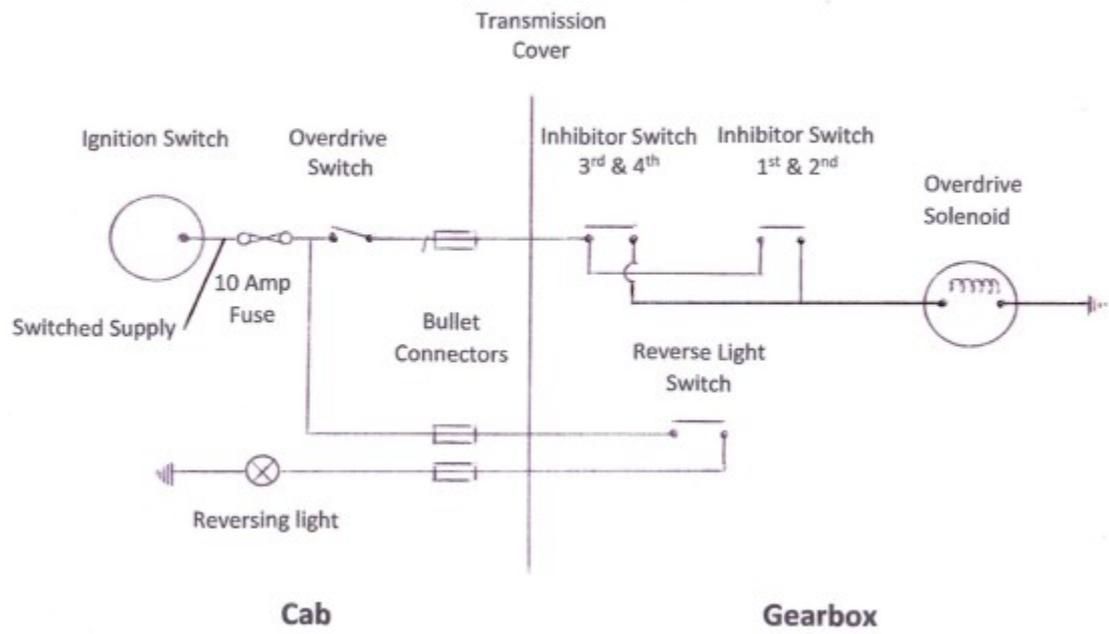


Fig 20

# Michelotti/Vignale Crossed Flag Badges

Peter Napier



Continuing the story behind the Michelotti crossed flag badges that appeared on some of the cars that he designed and which Vignale built.

In 1954 Bill Frick, a wealthy American industrialist, requested that Vignale design and build bodies for a car that he wanted to produce based on a Cadillac. Several of these were built, designed again by Michelotti, but it is not known whether any of these featured the Vignale flag badges.

However in 1957, Vignale built three Michelotti designed coupes and there is a photograph of the car when it was first produced showing a crossed flag badge on the rear wing just below a "Bill Frick Special" insignia.

The photo is very indistinct and it isn't possible to see it in any detail except that it looks as though the left hand flag may have been the flag of Italy.



As will be seen later in this article, Vignale did use the Italian flag on at least one other car. It isn't known how many of these cars featured the badge but it is known that three cars were produced.

1957 also saw Vignale producing a Michelotti designed body on a Fiat 1200 to be called Fiat 1200 'Wonderful' Coupe. In the photo alongside the crossed flag badge can be seen on the rear wing just in front of the rear light. The flags are the same as those on the 'Rendevous'.



This car is the very first car that features what Porsche now call a "targa" body. That is it has a removeable roof over the driver and passenger area with a screen to the rear as well as the front. This arrangement is to appear again on the 1961 Triumph TR4 and described by Triumph as a "Surrey Top".

Porsche may have exclusive rights to the use of the word "targa" but this does not detract from the fact that this type of body was first adopted by Michelotti and Vignale 9 years before Porsche first adopted this type of semi convertible body style.



During 1956 Michelotti and Vignale produced a number of colourful versions of the Fiat 600 Multipla including this people carrier called the "Spiaggia".

The car was designed for the newly emerging tourist market. A crossed flag badge appears on the rear of the car just above a large red "I" for Italy.

The flag badge follows the same pattern as with other Fiats.



Another Michelotti design was produced by Vignale in 1958, the Fiat Nardi 750 coupe.

The photo here shows a crossed flag badge on the bonnet (hood) but it is not clear enough to be able to identify the exact appearance of the flags but the left hand badge does seem to be a square in the middle of white. However it seems likely that the badge is the same as that on the Rendevous and Wonderful Fiats.

On the Fiat Nardi Abarth version of this car had an Abarth badge on the front in place of the Vignale crossed flags and the Vignale badge was placed on the rear as shown here.

Whilst I do not have a good photograph of this badge an enlarged extract appears to show a white cross on a blue background on the left hand side in place

of the red square on a white background. This suggests that the flag is intended to represent an M possibly for

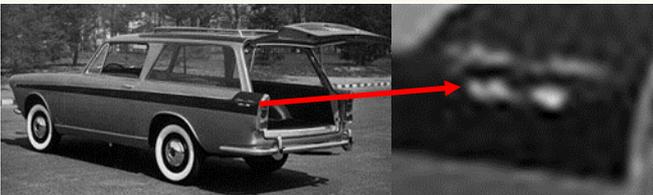
for 'Michelotti'?



Michelotti and Vignale designed and produced many Fiat models as will be seen from this article. Another Fiat in 1957 was the 1100 'Garden Car' or Giardinetta.



Although very unclear this photograph suggests that the badge on the rear



wing of the car followed the previous pattern for Fiat badges ie Vignale V flag and the red square on a red background which is the F for Fiat.

Lancia was another Italian car maker that Michelotti and Vignale designed special bodies for. In this case, in 1957, they produced the Lancia Appia Convertible which was in production until 1962.

The badge on this car again on the rear wing followed the same pattern as for the Fiats in so much as it had a black



diagonal square on a yellow background on one side denoting L using the international signals flags and the V for Vignale. A better image of a Lancia badge is shown alongside.



So far BMW hasn't featured in the search for the cars that sported the crossed flag badges.

However in 1957, Michelotti designed a roadster version of the BMW 3200 which Vignale produced and there on the top surface of the boot (trunk) lid is a badge which has Vignale's cross on the right hand side and an all red flag on the left hand side. BMW Heritage have confirmed that this car was the only example made and that the badge survives and they have the car in their care in Germany.



This BMW was not the only BMW Michelotti designed. Michelotti was also involved in the design of the following BMWs -BMW 700, BMW 3200 Michelotti Vignale, models of the New Class (BMW 2002) and BMW 505 (BMW 505 only prototype).



It is said that the BMW 700, a far cry from the BMWs we know today, revived BMW's fortunes after the War.

It isn't known whether any of these BMW models had a

crossed flag badge.

From the late 1950s Michelotti designed all new models produced by the Standard Motor Company (which became Standard Triumph in 1959). The first was the Standard Vanguard and was followed by models for Triumph such as the Herald, Spitfire, GT6, TR4, TR5, 2000, 1300, Stag, and Dolomite.

Michelotti also created a number of prototypes which did not go into production, such as the Fury and the TR3. The only Triumphs after 1960 that were not his work were the TR6 and the TR7.

In the 1958, Vignale was commissioned by The Standard Motor Company in England to design a facelift for the Standard Vanguard. This was introduced at the October 1958 Earls Court Motor Show. The Vanguard



Six and the Vanguard Six Estate followed and all sported crossed flag badges on the rear wings.



These flags consisted of a red cross on the left hand side (ie the V for Vignale) and on the right hand side a blue square on a white background.

The blue square on a white back ground is the international maritime signal flag for the letter S ie S for Standard Motor Company.

This badge was to endure and appear on 1000s of Triumph marques as will be seen later.

In 1958 Vignale produced a new Alfa Romeo. This time it was the 2000 S Coupe which was produced over a three year period in three series – Type 1, Type 2 and Type 3. These three types all had different versions of the crossed flag badges.



The Type 1 badge is the same badge as used on the Maserati 3500 GT but for obvious reasons the symbolism must be different.

For example the diagonal white cross on a blue background is the international maritime signal flag for the letter M. One explanation and it seems to me the most likely is that here the M stands for "Michelotti" for it was he who designed the car. If this is the



Type 1 - 1958

case then it appears likely that this was the only example where Vignale used the M for Michelotti and the V for Vignale together. The same flag appears on the Maserati where the flag probably denotes M for Maserati .



Type 2 - 1959-60

The Type 2 badge is the same as that used on many other Alfa Romeo models. It features the diagonal white square on a blue background which is the international maritime signal flag for the letter



Type 3 - 1960

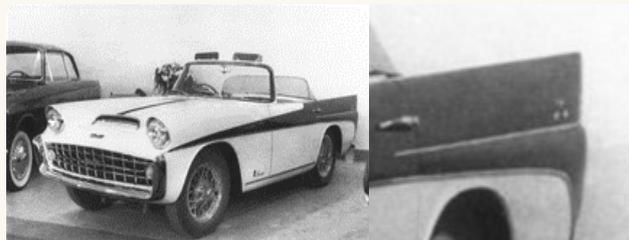
L and the red diagonal cross on a white background for the letter V.

The Type 3 badge sees on the left hand side the Italian tricolor flag and on the right hand side a black and white chequered flag. These flags do not appear to follow the signal flag pattern. If it did then the chequered flag would symbolize the signal flag for the letter N.

I cannot see any connection between the letter N and this car. As the chequered flag featured so strongly in motor sport it may simply have been the reason for using it with the flag of nationality of the car.

The roots of what was to become the 'Michelotti TR' go back to 1957, when Alick Dick hired Giovanni Michelotti as a consultant/designer to help with the product line at Triumph. His first attempt was the TR Dream Car, built by Vignale and heavy with American influences including a full width chrome grille, (rumoured to have influenced the grille of the TR3A as well) pronounced tail fins, and 'eyebrows' over the

headlights. Although this car was only a styling exercise, several of the styling cues would carry over to the new TR. His next project for Triumph was to design the Herald sedan, which was a great success for the company, and later lead to the Spitfire/GT6 line of sports cars as well.

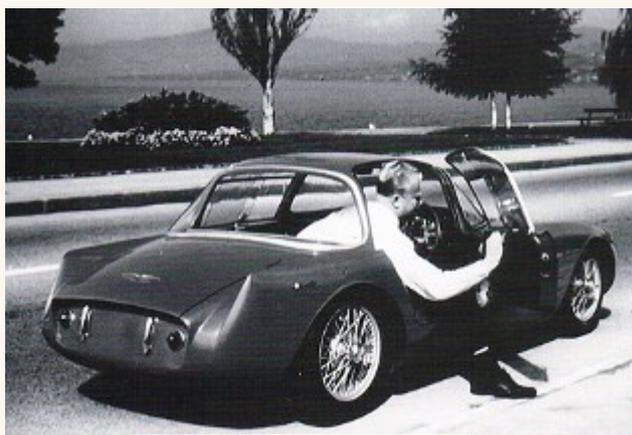


There are a few black and white photographs of this car and tantalizingly one can see that there is a crossed flag badge on the rear wing but the photos are not clear enough to confirm that they follow the same pattern as with the Standard Vanguard.

However it seems reasonable to speculate that it was as will be seen from the Triumph examples that follow.

In 1957 Michelotti collaborated with Aigle in the design of a Spider body for the Lotus 11 and whilst this car was not manufactured by Vignale I include it here because this photograph suggests that at least one model of this Spider sported a crossed flag badge on the rear wing.

It isn't possible to identify the flags from this photograph but the left hand flag does appear to have a white square possibly at an angle. Further research is needed to see if a better photograph is available.



1958 also saw Standard Triumph seeking the assistance of Michelotti and Vignale when Harry Webster, director of engineering at the company, asked for a design for the replacement of the Standard 8 and 10 saloons.

The car was to end up being called the Herald **but more about that in the next Edition of TR Torque.**



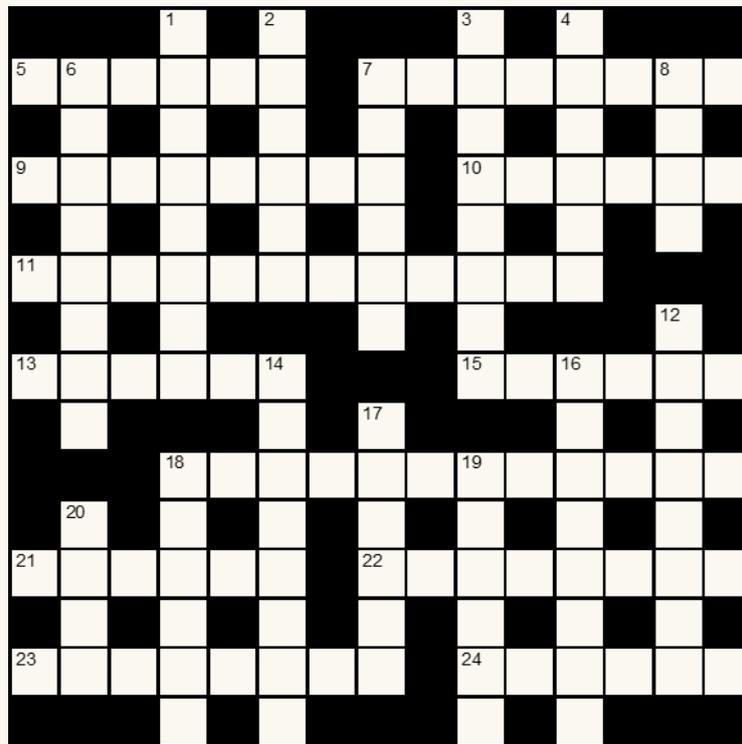
**Gordon' Grant's TR6 comes out of the paint shop**



**Peter Napier's TR4 also emerges from its cocoon in the paint shop**



# Roger Critchley's Crossword—A Critchword.



## Across

- 5 TR built by Vignale (6)
- 7 Between Table & Plate (5,3)
- 9 Align Objects Favourably (4,4)
- 10 Slanty Writing (6)
- 11 Solex for example (12)
- 13 Cash In (6)
- 15 The Office (6)
- 18 Triumph Chairman (3,4,5)
- 21 Measured in ft/lbs (6)
- 22 A Herb (8)
- 23 Loads from a TR Exhaust (8)
- 24 Backwards on Water (6)

## Down

- 1 Fit and Proper (8)
- 2 Used with Nuts and Bolts (6)
- 3 Conveys Gases (8)
- 4 Circuit de la Sarthe (2,4)
- 6 Knows Everything! (8)
- 7 Time Sparks (6)
- 8 Electrolyte Component (4)
- 12 Apprentice? Not on My Car! (8)
- 14 Daimler since 1902 (8)
- 16 Gloria's Big Brother (8)
- 17 Cycle Shop Owner in Oxford (6)
- 18 Shiny Thing (6)
- 19 Capital of The Bahamas (6)



TR Shropshire Group Member **Nick Jones** is getting to the point in his life when he has too many cars, some of which have not seen the light of day for years so he needs to consolidate. Nick is offering the following cars for sale:-

### **TR4A IRS**

This car has a huge spec with engine, suspension and brake upgrades. This is Nick's own car in South Africa and has NEVER seen wet roads so the underside is like new. Good shut lines, BRG with black leather, would be difficult to find a nicer car. Some history last 20 years

**Sensible offers invited.**

### **TR3A**

This car has been fully prepared for historic Rallies HERO events with Historic Rally Car Pass FIA, 2.2 engine, twin 45 Webers, rally cam, tubular exhaust, ported head. electric fan, Ali Rad, rack and pinion steering, upgraded suspension, anti roll bar, brakes, servo, oil cooler with thermostat, electric fuel pump- with pressure valve and gauge O/D, STEEL hard top, FIA roll bar FIA full harness Belts, additional instrumentation, Don Burrows Brantz navigation system with Branze stop watch, built in fire line, fire extinguisher, twin Cibie spots, interior map light, potty lamp, speed tables, battery cut off, reversing light navigators adjustable foot rest, best prepared rally car award at Vaynor Rally

Lovely condition very reliable. Complete with dyno test.

This car was featured in a Car & Classic's 6 page report. [www.overlandandhighway.co.uk/triumphtr3a660fow](http://www.overlandandhighway.co.uk/triumphtr3a660fow)

**Circa £ 35K**

### **MGC Roadster**

Red with Black leather piped white, new Stayfast hood in Maroon, classic hard top in OEW, triple carbs, tubular manifold big bore and S/S exhaust, fast road cam, ali rocker cover, braided fuel lines electronic ignition, upgraded fuel pump, engine bay detailed, 5 speed Toyota box, LSD, 4 pot calliper brakes, handing kit, 6" 72 spoke wires, wood veneer dash and door caps, Motolite leather wheel. This is a stunning looking vehicle which really goes and sounds more like an E Type.

**Circa £28K**

**Contact Nick to discuss**

**Phone - 01694 771263**

**Mail - jirontoq@aol.com**

## PARTS FOR SALE



**Minilite wheels with nuts**—£240—contact Roger Boxall on 07771 769590 or rogerjboxall@gmail.com

## PARTS FOR FREE



**TR4/4A wheels** - 4 x 15x4½J steel wheels without hubcaps. Jim & Joan Cook are offering these for £FREE otherwise they will go to the tip - which would be a shame! Please contact Roger Citchley on 07811 260166

## WANTED



A member of the ShACC is looking for an MG TC or similar 1930s/40s two seater sports car as a project. If you have anything or know of one, please call Andy on 07971 093211`

## ARTWORK



Matt Marshall of mpec auto illustrations has been in touch. He has produced a TR6 poster. For more details see: <https://mpecautoillustrations.com/collections/tr6>

It isn't known whether Matt Marshall takes commissions but if you want artwork of your own car you could try contacting Lucy Smith on [www.facebook.com/lucysmithart](http://www.facebook.com/lucysmithart)

Answers to Crossword

**Across:** 5 Italia, 7 Place Mat, 9 Feng Shui, 10 Italic, 11 Carburettors, 13 Redeem, 15 Didcot, 18 Sir John Black, 21 Torque, 22 Rosemary, 23 Decibels, 24 Astern.  
**Down:** 1 Eligible, 2 Washer, 3 Manifold, 4 Le Mans, 6 Teenager, 7 Points, 8 Acid, 12 Sorcerer, 14 Mercedes, 16 Dolomite, 17 Morris, 18 Sequin, 19 Nassau, 20 Dove.