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(Affiliated to the Federation of British Historic Vehicle Clubs)

EBAY find is a fascinating historical document: the birth of our Razoredge



Active member and regular correspondent Lothar Klemenz was the winner of the Ebay auction for this very significant historic photograph, and he has been kind enough to allow us to reproduce it here. It is believed to show the first appearance of the new 1800 in this car showroom in 1946, and all the supporting evidence is absolutely convincing.

The picture is rather posed; the men peering into the works (Why not open one side of the bonnet? Well, they would have obscured the view of the car, of course!) whilst the ladies admire the luxurious upholstery. The small *Car Mart Ltd* placard on the front announces the car as “The new Triumph 1800 Town and Country Saloon,” and boasts a ‘by Royal Appointment’ coat of arms. Visible through the window are two posters for shows: *Les Ballets des Champs Elysees* was a French company founded in 1945 which continued to operate until 1950, and which toured the UK successfully in 1946; and the other poster, though harder to make out, is for a show called ‘Follow the Girls’ starring Arthur Askey and Evelyn Dall. Miss Dall plays a burlesque striptease artiste, Bubbles LaMarr, who is pursued by various sailors in a romantic comedy which began life on Broadway, and in 1945 transferred to the West End, where it ran for 572 performances. Miss Dall – “give this girl an

inch, and she'll make a bathing suit out of it" claimed the publicity – returned to the USA at the end of 1946.

Readers may decide for themselves whether they are disappointed, or relieved, that we have been unable to find a picture of Miss Dall.

TO NEW ZEALAND – AGAIN NORTH ISLAND

Tom Robinson

At the beginning of each year one of Cunard's 'Queens' sets off from Southampton on a round-the-world cruise and when Patricia and I found out that '*Queen Elizabeth*' was calling in at Auckland on this year's trip, then we realised that here was an ideal opportunity to visit that wonderful country once again.

We flew from Heathrow on 5th February to San Francisco where an overnight stop gave us ample opportunity to see the cable cars struggling up the steep streets, while alongside Fishermans' Wharf, a service of vintage trams added to the colour of the area. In the background our ship was berthed and this was to be our home for the next fourteen days.

We crossed the Pacific by way of Hawaii where we visited Pearl Harbor. Here the American Navy has created a fitting memorial to commemorate the attack by the Japanese on the American fleet there on December 7th 1941. After calls at Samoa and Fiji we arrived in Auckland at dawn on February 20th, by which time we were quite accustomed to the thirteen hours' time difference from the UK.



The '*Queen Elizabeth*' tied up at a quay directly opposite to the main street of Auckland and here we were met by our friends Peter and Raewyn Faber whom we had known for many years. We had begun our correspondence with the Fabers way back in the seventies when Peter commenced a body-off restoration of TDB 1308 and joined TROC.

The wonderful quay-side lamp is one of many, which originated in England.

For the next few days we were guests of Peter and Raewyn in their home at Whangarei which is about three hours' drive north of Auckland. For anyone not familiar with New Zealand, the confusing thing to we Brits, is that the further north one travels, the warmer it becomes; consequently in Whangarei, no central heating is required and grapefruits for breakfast can be picked from a tree in the garden

We spent one day revisiting The Bay of Islands area, a wonderful tropical coastline; Captain Cook gave the bay its name when he chartered both North and South Islands of New Zealand in 1769. Russell church is a real gem and the churchyard contained many graves of early sailors, naval officers and settlers from the UK.

All too soon it was time to pick up our hire car and set off south, but we had made arrangements to meet up with the Fabers a little later on to visit a farm where a small private car museum was located and it was here that their TDB now resided.

There is a tremendous old vehicle movement in New Zealand and small formal museums can be found in many towns; but it is on remote farmsteads that the real treasures are located and the innocent traveller can easily pass them by.

It was to the second variety that we met up with Peter and Raewyn a few days later at a large farmstead with several outbuildings. The owner had parked some of his exhibits in the paddock for us to admire. The eclectic collection varied from a 1908 de Dion Bouton to Rover and Triumph saloons of the late sixties. The De Dion, we were told, was located in a dismantled state in Hawaii at the end of the Second World War and a car enthusiast who was also an Air New Zealand pilot, spotted the wreck on one of his regular calls there and over the next few months gradually airlifted the components to New Zealand where it was painstakingly rebuilt over many years.



the De Dion Bouton



1929 Rover Doctor's coupe

More modern saloons, mainly Rovers had been wonderfully restored and looked just as though they were about to leave the Solihull factory. Here we found the Renown in which we had shared many adventures over previous visits to New Zealand. It was enjoying a well-earned retirement, but the owner said that later this year it would be made roadworthy again

for a trip to his old school open day where, during his time there as a pupil, the headmaster had been a Renown owner.



TDB 1308 in the museum

After leaving Peter and Raewyn, we journeyed south towards Wellington for our ferry crossing to South Island. Old vehicles on the road were frequently encountered; for the period in which we are interested, they were mainly of British or American origin. A huge pleasure is to enter a small town and drive slowly down the one main street to see what comes to light; on one occasion, in Paerora we found this immaculate 1936 Dodge parked by the kerb.



Continued on page 52, after the Rally report.

BROUGHTON CASTLE 2012: A REPORT ON THE RALLY**Fun on the Run**

Planning the Rally road runs, by Alan Walton

As everybody will have noticed, the last two annual club rallies have been in Oxfordshire, which has meant they have been in the local 'stamping ground' for Graham Beechey and Alan Walton, as Graham lives in Witney and Alan in Kidlington.

We were therefore asked to organise the last two road runs, culminating in Blenheim Park in 2011 and at Broughton Castle in 2012. On both occasions we approached the task in the same way. We initially looked at the map of the relevant area and selected a possible route. The next step was to write out a provisional route card and see what it looked like. All very straightforward so far, you may think!

This was then attached to a clip-board and off we went on the allotted route. Well... In 2011 at one point we found ourselves going up a very narrow single-track road, going in the right direction, but no good for a road run. "We can't take visitors to our County up here!" That immediately put our distances all wrong, so from there on, it was a case of mental arithmetic at every junction for Graham, since he had the clip board.

This year took us round Aynho and the Tews. As last year, Graham had the clip board and I drove the car (modern, of course). We realised there was nowhere in Banbury we could park the possible number of cars as a meeting-point, so we had to choose the National Herb Centre which is actually in Warwickshire – but only just! Having got as far as Aynho, we had to turn right but couldn't find the turn; it was hidden round a corner. This had to be noted on the sheet, and all the time I was calling out distances from the speedometer, and Graham was doing calculations as we went along.

All this was easy going until we got to Deddington and passed through the village from east to west, negotiating a set of traffic lights. All was straightforward, with reasonable views to left and right and we eventually reached the A361. We found the turning off the A361 towards the Tews and cruised along that road for a short distance until Graham spotted a wooden sign-post. "Turn left!" I stopped, and had to reverse a couple of yards to make the turn. When we arrived in Great Tew, which really is a picture-postcard village of thatched cottages, we looked around to see if there was room to park several Renowns. No. We then proceeded along the original road until we came to a T junction. The map indicated turn right; we did. No, that's wrong.. go back... What about that road? No, that's a farm track. Let's turn left, following this wall... and after a longer distance than we had expected, we found the correct left turn. After a short distance we were supposed to turn right. The signpost to Duns Tew was partly hidden in a hedge. What, up there? Correct – but it's a bit narrow. Make a note to warn everybody. We went up the road, and surely, it did lead to Duns Tew, through which we wound, ending up at a T junction with the A4260 which led back to Banbury. On the way we again passed through Deddington, but this time from south to north. The road run was, in fact, a large figure of 8 centred on Deddington.

Once back home it was a case of typing all this up, and that took several goes, as the first copy had to have umpteen amendments in order to make sure it was absolutely clear for people to follow; and just to make sure, we produced a map. In the end the road run proved to be very successful and (we hope) was enjoyed by all the participants.

Rally Album, Broughton Castle 2012

			
<p>Jill & Bob Hobbs</p>	<p>Chris Hewitt</p>	<p>Clive Lungmuss</p>	<p>Mike Samson</p>
			
<p>David Shulver, best TD/TDA</p>		<p>Lord and Lady Saye and Sele welcomed us to the Rally, and proposed the Loyal Toast for our Jubilee meeting.</p>	
		<p>The best TD/TDA and TDB/C awards are shown on the left, and other awards were to Barry Dent, for having covered the greatest distance to reach the rally (190.5 miles from Brig); best engine bay (David Wickens) and best interior (Bob Hobbs). The Chairman's Award went to Graham Beechey and Alan Walton, who have provided us with splendid road runs.</p>	
<p>Jennifer and Stuart Langton, best TDB/C</p>		<p>Michael Ring was awarded 'best visiting car' in his Alfa Romeo Giulietta.</p> 	
			
<p>Graham Beechey</p>	<p>Alan Walton</p>	<p>Barry Dent</p>	<p>Andrew Scarratt</p>



Colin Copcutt

Paul Goodchild

Michael Capps

David Wickens

A special presentation was made to Tom and Patricia Robinson, in recognition of their 37 years of service to the Club editing and producing the *Globe*. There were also flowers, and a splendid cake, which was rapidly consumed.



From Patricia and Tom Robinson:

Please accept our thanks for the splendid gifts and refreshments the Club provided for us at the Rally last Sunday. These came as a welcome surprise and we were touched by your generosity.



The glass memento has already been polished and will be placed on a shelf in the office to remind us of the friendships

we developed over the 37 years of editing and producing some 220 issues of *The Globe*. The gift tokens will be put to good use in time. Regards, Patricia and Tom Robinson.



As Rallies go, it couldn't have been much better. Despite the heavy rain of the previous few days, we had little trouble scaling the hillside to reach our chosen site. We had interest from newcomers considering buying a Razoredge; we had glorious views in an idyllic setting, with the historic Castle to stroll around – more on that, and more of John Bath's striking photography, in the next issue – the speeches were mercifully short... and the sun shone.

Our especial thanks to Jennifer and Stuart Langton, who each year put in a great many hours in preparation to make sure it all works. Even the sandwiches turned up – eventually!



Richard Jelf

Roger Saunders

Phil Clew

Peter Whitestone

Tom Robinson's New Zealand travels continued – from page 48

Napier is not to be missed out on any New Zealand itinerary. The city was subject to an earthquake in 1931 and the whole centre was rebuilt in the Art Deco style. An enterprising taxi firm uses vintage American cars for tours and we snapped this fine Packard by the sea.



Further on the way down country, we called to see the Southwards Car Museum at Paraparaumu. Here in this large museum I renewed my acquaintance with jade green TDC 2760.



One of the museum's attendants saw me photographing the car and in typical Kiwi fashion engaged me in conversation on British cars. I thoroughly recommend a visit to this large museum which is just off the main road south and is well signposted.

The TDC model was a rare import to these islands, by far the most common version was the TDB; few of the earlier TD and TDA cars arrived here and one limousine did come – TDC 2027. It was Jade Green and was brought into Christchurch for the Standard Triumph directors' tour of 1952.

Southward Museum houses a 1948 Daimler used for a Royal tour and this magnificent Bugatti



To be continued in October: South Island.

MoT TEST UPDATE

The requirement for cars built before 1960 to have a current MoT Certificate will end on November 18th. In the last edition, we invited members to send in comments or questions, but at the time of writing there have been none, so it would seem that we have accepted the idea with neither any great concern, nor especial delight.

Footman James, the classic car specialist insurers, have issued a statement which is reproduced here in full:

News



Partnership approach to ease MOT exemption concerns 27 July 2012

As the pre-1960 MOT exemption ruling fast approaches specialist insurance broker Footman James announces collaboration plans in an endeavour to stem industry concerns.

Despite the number of pre-1960 vehicles representing just 0.6 per cent of cars on the road and only 0.03 per cent of accidents, industry-wide concerns on the potential impact of the Government's ruling, that comes into force in November this year, has led to leading insurance specialist Footman James launching a consultation process with key club and commercial partners.

Andy Fairchild, managing director of Footman James explains the rationale behind the consultation process and what he hopes to achieve: "While it is unlikely that a compulsory roadworthiness examination will be required as a prerequisite to offering insurance for vehicles registered prior to 1960, it is an option that we would like to explore in an endeavour to keep accidents and insurance premiums as low as possible.

"There are concerns that the forthcoming MOT exemption may lead to an increase in accidents and therefore insurance claims by classic vehicle owners. Pre-1960s classics are often highly cherished and maintained to a high standard by their genuine classic enthusiast owners, yet undoubtedly, there will be some exceptions to this rule."

Over the next few months, Footman James will consult with key club and classic motor trade partners to explore the validity of developing a 'roadworthiness examination' that will ensure that owners meet their legal responsibilities by making certain that their vehicle is safe and fit for purpose when taking it out on the public highway. The opportunity for developing a pre-approved supplier list with clubs for carrying out such examinations will also be explored during the process.

"While not compulsory, having a roadworthiness certificate from an approved supplier will not only give the vehicle owner piece of mind that their classic is safe out on the road, but also insurers will be reassured that owners are being conscientious." explained Mr Fairchild.

A message received from a commercial company, which might be of interest to TROC members. Please note: the Club offers no particular endorsement of this product; we offer the information for your consideration only. This company will have a stand at the Kent Classic car meeting at Aylesford, on September 23rd – see ‘What’s On’. If any members have direct experience of this product, your comments are welcome.

DO YOU REALLY KNOW WHAT YOU ARE DOING? by Bob Hobbs

A new member to the TROC proudly took his “new” TDB Triumph car for a short drive after the company from which he had bought it delivered the vehicle to his home. When, some while later that same day, the member attempted to start the engine prior to putting the car in the garage, quite a lot happened in the region of the starter motor but not a lot happened with regard to the engine starting.

The supplier sent a mechanic to investigate and they determined that a catastrophic failure of the starter had occurred. I was contacted to advise whether the Club could supply a suitable replacement. Fortunately the Club does now have a stock of reconditioned starter motors on a strict exchange basis. The old unit was sent to me and a replacement sent out on the same day. So far so good and this is why we have a stock of spares for our members.

What is annoying is that the failure of the original motor was almost certainly due to an ill-advised bodge job, perhaps to save a bit of money. The starter motor on our cars spins up to speed very quickly once the starter button is pressed. This throws the pinion gear into mesh with the stationary flywheel teeth on the engine. In order to cushion the shock load to the starter there is a rubber bonded bush that acts as a shock absorber. Sadly these do fail after some time and, for a mere £10 from the Club, can be easily replaced.

In this instance the rubber bush appears to have failed at some time in the past and a “repair” was made by welding together the separate steel parts of the bush. This completely removed any shock absorbing system for the motor. The end result was that the metal casting that supports the shaft of the motor was destroyed by the extreme forces that would have resulted each time the starter was used. The previous owner that had sold the car to the classic car company was a TROC member and could have bought one of these bushes if required.

We have a limited stock of these starters that should be able to support us for years to come. However, when bodesges such as described are undertaken, this stock of parts is unnecessarily reduced. This situation underlines what the TROC committee keep stating; repairs MUST be carried out in accordance with the original workshop manual. Failure to do so could result in at best early failure of the part concerned and at worst, serious, possibly fatal accidents.



STANDARD TRIUMPH CAR PRICES JANUARY 1951.

VANGUARD.	£658.16. 1.
The basic version with vynide trim (no heater or radio)	
The most expensive version with leather trim, radio and heater (overdrive was available on all models at £44.14. 5.)	£720. 15. 7.
STANDARD ESTATE CAR [VANGUARD]	
The basic version with vynide trim	£735. 9. 5.
The most expensive version with leather trim, radio and heater (overdrive was available on all models at £44.14. 5.)	£797. 8.11.
STANDARD 12cwt. DELIVERY VAN [VANGUARD] finished in primer.	
The basic version fitted with bucket-type seats	£552.19. 5.
The alternative version fitted with bench-type seat	£557.19. 5.
extras:- painted dark blue or grey	£12. 0. 0.
radio	£23. 10. 0.
heater	£12. 10. 0.
STANDARD PICK-UP TRUCK [VANGUARD] finished in primer.	
extras;- as for delivery van.	£552.19. 5.
TRIUMPH RENOWN	£991. 0. 7.
(overdrive was available at £44.14. 5.)	
TRIUMPH ROADSTER (<i>this version never went into volume production</i>)	£1246.11.8.
TRIUMPH MAYFLOWER	
The basic version	£505. 9. 6
The most expensive version fitted with radio and heater	£546. 7. 3.

Note;- the radio fitted to the Mayflower was H.M.V. 4100A. All other models had model 4200A.

Interestingly, the details above taken from a ST advertisement make no mention of radio as standard or optional equipment for the Renown.

A REAL HONOUR

Alan Walton, a TROC member for several years, has sent us a personal anecdote which gives an interesting historical perspective on our cars, as well as being a record of a very significant personal and public achievement. He writes:

In 1960, I was appointed to a post in Kidlington, where I have lived ever since. By 1962, my salary had risen to the dizzy heights of £36 a month, and by saving every penny I had enough money to buy myself a 125cc Vespa scooter. I never thought I would ever be able to own a car, **let alone a Triumph Renown!**

[The Renown models sold for £1,400 at their peak, and then as demand waned, the price was cut to below £600, driven down by competition from more modern construction methods, and in order to help prop up sales. In 1962, the time he is writing about, Alan's present TDB as an 11-year-old second-hand car, would have sold at anything from £20 to £200 depending on condition. As an average wage for a working man was only £5 10s a week, however, car ownership was still only a dream for the man in the street, despite the advent of 'buying it on the HP.' Alan's salary, mentioned above, makes him a well-to-do and prosperous young man by the standards of those days. As a teenager in 1962, I had a Saturday job in the stock-room of the local VG "supermarket" for 1s 5d an hour. - Ed.]

In September of that year I was turning into my lodgings on the main Oxford Road, when another Vespa rider came along in the opposite direction, hit a pile of gravel, fell off and broke his leg. I had no idea what to do, but an off-duty policeman appeared on the scene and saved the day. As a result of this encounter, I joined the St John Ambulance... That was 50 years ago, and I have been a member ever since.

On January 1st of this year, my name appeared in the Queen's New Year Honours list. I was to be made an Officer of the Order of St John (equivalent to an OBE). All awards sanctioned by the Queen on behalf of the Order of St John are military awards, in recognition of the Knights of St John from the middle ages; hence our military ranks.

My wife Anita and I were invited to the Order headquarters in Clerkenwell, London, on 8th March to receive my medal. We set off from Kidlington about 7:45am to catch the 8:30am coach to London. Having arrived at Victoria coach station, we hailed a taxi to take us to St John's Gate. (I was amazed to see the taxi had cost us £2 before we had even moved!) He took us past Buckingham Palace, Parliament Square, and along the Embankment, which turned out to be a very pleasant ride.

We had our lunch and then went into the Order church, where the awards were to be made. At the allotted time, several of the present Knights of the Order processed up the aisle and took their places on either side of the Chancel. The Prior of England and the Islands then came in followed by his esquire carrying his standard, and took his place at the front of the church. It was interesting to note that at this investiture there were just 14 of us from the whole of the United Kingdom, to be awarded as Officers of the Order. After the investiture, we were invited back into the Chancery for refreshments. Lovely! All around the walls of the Chancery is wainscoting about 5ft high, and on each panel is a coat of arms for the Grand Prior of the Order, from 1099 to the present day. Today's Grand Prior is the Duke of Gloucester. We arrived home at about 8pm, having had a wonderful day.

Alan Walton, OStJ.

Members will know Alan as the co-organiser, with Graham Beechey, of the road run which takes place on our Rally days; see p51 for his account of preparing this year's run. The Order of the Knights of St John, however, takes us to a different time-scale altogether.

Founded in Jerusalem in 1023, even before the Knights Templar and the beginning of the crusades, and also known as the Knights Hospitaller, the Order's mission was to support travellers in need, and to preserve Christian access to the holy places in Jerusalem in the face of conquest from the Seljuk Turks. As the conflict between the Muslim Turks and the Christian crusades became more bloody and widespread, including the long conflict to drive out the Moorish occupation of Spain and Portugal, and associated with the more military Knights Templar, the Order was inevitably drawn into the conflict. After the successful early crusades, the Order was charged with the care and defence of the Holy Land; then, when driven out as the later crusades were repelled, it removed to Rhodes, and then governed Malta right up until the Napoleonic wars. This branch has now become the Sovereign Military Order of Malta, based in Rome, but many of the Knights fleeing from Malta were given sanctuary in St Petersburg by the Czar, and there were also Protestant branches in Germany and the Netherlands.

The British tradition was suppressed by Henry VIII at the dissolution of the monasteries, but revived in the 1800s and receiving a Royal Charter from Queen Victoria in 1888 (coincidentally the same year that Siegfried Bettman began producing bicycles in Coventry under the name 'Triumph'). The Order throughout Europe had returned to the original principles of the Hospitaller, and the St John Ambulance Brigade is a direct consequence of that idea. They also maintain an Eye Hospital in Jerusalem, and there are still links with Malta.



Alan Walton receives his award

Dear TROC,

I don't know how long ago I joined the club, probably in the late 1970s or early '80s. It came about after a dinner at my sister-in-law's in Adelaide (1000 miles from our home in Sydney), where we met a fellow who was "into" classic cars, having an RM Riley. I said I would love to have one of those, but they were rather popular and quite expensive. However there was one car which, at the time, seemed to have been rather forgotten, and which I quite liked, if only because it was one of the few vintage saloons out of which one could see well in modern traffic. This was the post-war Triumph, with its virtually pre-war razor edge styling. "Oh, I know a field out of Adelaide where there are four of those". Oh, really? So, of course we had to go and have a look. Actually there were only two, the others being Vanguards. They presented a sorry sight, as expected, and, as hoped, the owner was prepared to sell one for a reasonable price (nothing really, compared to what it has cost in the ensuing 30 years!) I picked what seemed to be (and I'm sure was) the more complete one, and after some soul searching, decided to buy it. Which began a long saga.....



Firstly it had to be transported to Sydney, where it took over our garage and I started to take it apart. Years passed, in the course of which my children grew older, and I had a Fiat 500 "bambino" in the corner which it seemed they could learn to drive, and its restoration took priority. That was duly done, and they became rarities in their generation in that they could use a crash gearbox. They also learned to feel vulnerable on the road.

At one stage early on, but after joining TROC, I had a visit from Tom Robinson, who was visiting Australia. I remember his comments that the body didn't have a lot of rust, whereas I thought it had an awful lot. "Not much compared with what we get in Britain." Well, you *will* put salt on your roads! We did agree that the woodwork was in a sad state, though. So I signed up for a panel beating and welding course at a local Technical College, and went to night courses for some years, more, in fact than I spent learning Medicine at Sydney University. (But it was only one night a week.) With the assistance of the teachers we replaced the rusted steel (thank Heavens for the aluminium panels!). I copied the wood framing in mountain ash (also known as Tasmanian oak) and made the rear wheel arches from new using a pattern from TROC, which I note you still supply. The engine was rebuilt professionally at a cost, but aren't wet liners good in these situations?

I guess the whole process was one of Bl.....y Persistence! I am reminded of Admiral Sir John Tovey, C.I.C. Home Fleet, who eventually sank the Bismarck. One of his performance reports, sometime during his career, written by a senior officer, read "this officer exhibits a trait of character, which, in myself, I would regard as determination and fixity of purpose, but, in him, is just plain bloody stubbornness." Where do you draw the line?

So I went on to a spray painting course, and then about 5 years ago we moved to Melbourne, and the car had to be transported there. It *could* be driven by then, but 500 miles? With no upholstery, and unregistered? However, once here, and having a new exhaust system made, having the dash and internal woodwork veneered and new upholstery, etc., etc., it was finally registered and could be used. I had fitted flashing indicators to accompany the trafficators, which modern drivers don't always recognise, and also a high level LED brake light in the rear window, all things that I notice most others in TROC and the local clubs have also done.

One thing I always wanted to do was to fit seat belts, not a legal requirement since there is no provision for them. But, with what are called here "suicide" front doors and a rather close and hard dashboard and windscreen.....? No-one is prepared to do it, no doubt because of the legal liability in the present climate. And whenever I've contemplated trying it myself it seems more and more difficult, if only I hadn't allowed myself to get so old!



However, Phoenix has gradually emerged from the ashes, and we have recently completed a club tour of Tasmania without trouble (600 miles or so), and before that one to Gloucester (about 1000 miles) and Ulladulla (maybe 800 miles), plus shorter trips to Winton (about 300 each) and Temora (about 500). The first two, Gloucester and Ulladulla, while successfully finished, were marred by problems with the fuel pump, which eventually caused me to give up and change to an electric one.

Preparing to lead the Triumph club away from a motel.

Regards, Graeme Johnson (406)

Photographs: Back cover

When first seen (the one with the headlights):

Then a picture no doubt familiar to many who have been on the same course!

Below: at home, 2011.

