

REGISTRATION NO. 2886923 ENGLAND
REGISTERED OFFICE: 9 WATER TOWER CLOSE,
UXBRIDGE, MIDDX UB8 1XS

<http://www.trocltd.com>

(Affiliated to the Federation of British Historic Vehicle Clubs)

A CHRISTMAS RALLY CAROL

Hark! The Triumph Herald sings
That's the squeaking of their springs;
I wish that they would bring us peace
With a spot of axle grease.
Don't fret about that nasty knock,
It's just the bushes on the shocks;
One day soon I'll get them done
Maybe in time for next year's run.
Hark! The Triumph Herald sings
That's the squeaking of their springs.

Late in time, behold them come,
That's because their clutch has gone.
All this way in second gear,
Traffic backed up in the rear.
He'll need a tow! He's on the cadge!
Oh no, I see an AA badge.
I have a friend with a TR3
Who's wrapped it round a Christmas tree;
Nobody hurt, but for goodness sakes
You can't drive an oldie like it's got disc brakes.

Just last week, in my Renown,
I took a drive around the town.
Why's my charging light come on?
Damn and blast, the fan-belt's gone.
It leaks a bit, there's lots of rust,
The coil is dead and the starter's bust.
Once I get back where I dwell,
I'll look it up on the e-manuel.
Sorry old girl, it's your demise;
You'll join the Triumphs of the skies.

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**Good King Wenceslas rang up to order a pizza.**

**"Would you like your usual?" asked the girl. "Deep pan, crisp and even?"**

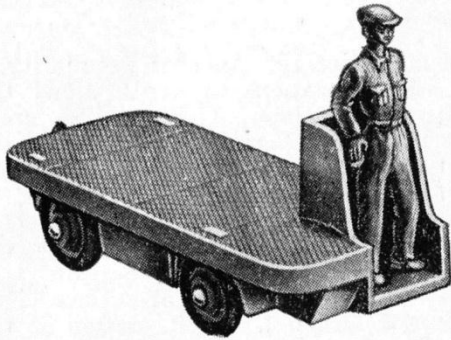
## DINKY TOYS – OUR EARLIEST REPLICA MODEL

THE MECCANO MAGAZINE

263

## Two New Dinky Toys

### A Heavy Tractor in the Supertoys Series



B.E.V. Electric Truck, Dinky Toys No. 14a.

THE B.E.V. Electric Truck, No. 14a, which was illustrated on the inside cover page of last month's "M.M.," is an addition to the Dinky Toys series that undoubtedly will give delight to thousands of enthusiasts. Trucks of this kind are coming into use on an ever-increasing scale for a variety of purposes in such places as works, warehouses, docks and railway yards. They are battery driven, with batteries that can be charged overnight to ensure that the trucks are available for a full day's work every day. Control is simple, and the trucks have the great advantage of handiness, as they can turn sharp corners and move about easily in confined spaces because of their small turning radius. They are made in all sizes, from small 10 cwt. models to large ones capable of carrying 3 tons.

The Dinky Toys model is a lifelike reproduction of the B.E.V. platform truck in which every important external feature is clearly displayed. There is a wide platform of ample length, providing the maximum space for a load; underneath is a representation of the battery box; and at the front is the driver's platform, where the driver himself has one foot on the brake pedal and controls the power and steering by means of the levers provided. The driver is pressing on the brake pedal because the brake is applied by a spring when he lifts his foot, so that when the truck is standing the brakes are on. They are not released until the pedal is pressed down, and electrical interlocks ensure that the power cannot be applied until this is done.

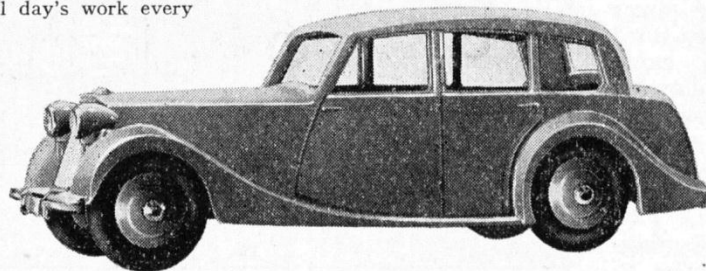
One of the first of British cars produced since the end of the war was the Triumph "1800," a fine modern example of British motor engineering, with independent front wheel suspension, a tubular chassis frame and a gear lever mounted on the steering column below the wheel. The bodywork is no less outstanding. Of the two models produced, a roadster and a "knife edge"

saloon, it is the latter that is the prototype of the latest addition to the motor cars of the Dinky Toys series, No. 40b. The handsome appearance of the real car is beautifully reproduced in the model, which is a fine example of modern styling. An interesting feature, reproduced in the miniature, is the great width of the body at the front seat, which in the real car is wide enough to seat two passengers alongside the driver. This can be arranged without difficulty, as there are no controls to get in the way of the occupants of the seat; the hand brake is applied by a pistol-grip lever under the dash.

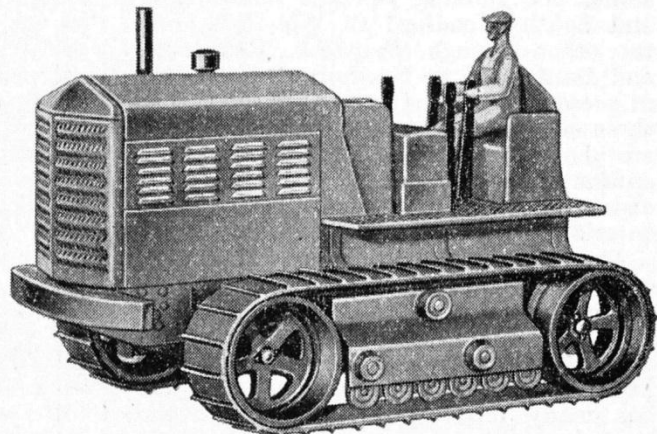
The third new product illustrated on this page is the Heavy Tractor, Dinky Supertoys No. 563. Real heavy tractors are designed for hard work, often on rough or muddy ground on which their creeper tracks give the necessary grip. They are largely used for haulage in excavation work, or when land is being cleared, as well as in large scale mechanised farming. The Dinky Supertoys miniature is a very imposing model, with a large bonnet that suggests a powerful engine, and here again a miniature driver is in position, with his control levers in front of him. There is no steering wheel, for the model is duly provided with creeper tracks, and steering is effected by speeding up or slowing down one or other of these, just as was done with tanks during

the war. The creeper track system of this impressive model consists of rubber bands, with which realistic movement is attained. The bands rotate freely and grip practically all types of surface well with only the weight of the model to give the necessary adhesion, so that the

Tractor can readily be manoeuvred. A great advantage is that they do not scratch polished surfaces or otherwise damage them.



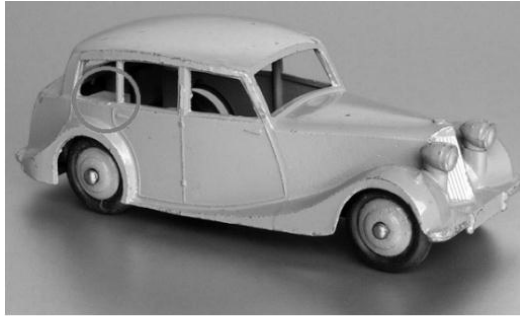
Triumph "1800" Saloon, Dinky Toys No. 40b.



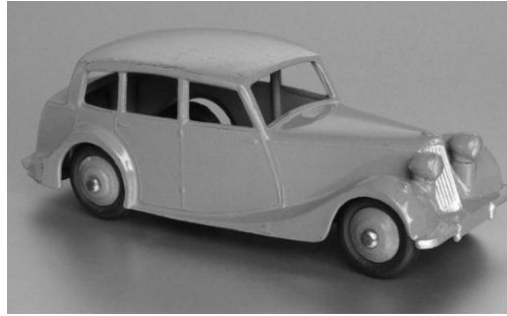
Heavy Tractor, Dinky Supertoys No. 563.

The Meccano Magazine page opposite, announcing the launch of model 40b, the Triumph 1800 Saloon, comes from 1948. At the time, the Razoredge Town and Country, shortly to be rebranded as the Renown, was at the height of its popularity. On the following pages we have reproduced the engineering draughtsman's drawings for the model.

The 1948 Dinky is different from the similar models sold in later years in that a pillar provides extra support for the rear axle.



The early version, 1948 only, with '39 series' rear axle supports



The later version, post-1948, without

Those of us who have one can therefore date it a little further from that difference.

The other Renown model commonly available is that from Lansdowne, and this can genuinely be called a Renown, since it is modelled from the 1954 TDC; although the door



LDM 008A  
1954 Triumph Renown

Please note that this model is on hold and not currently in production.

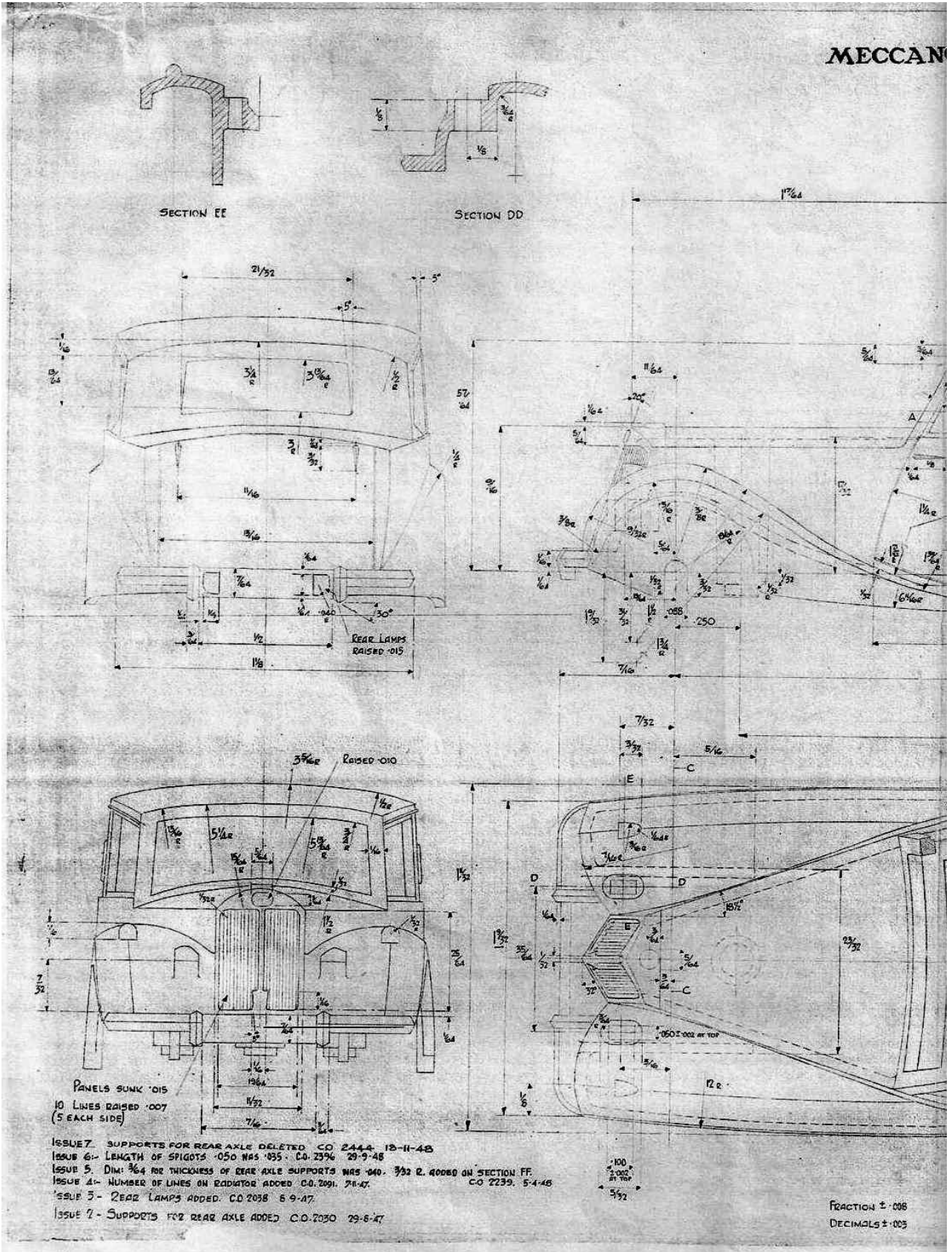
Two Triumphs, a roadster and a saloon, were produced immediately after the war. Of razor-edge design, the saloon was a striking looking vehicle. This car was developed into the Renown, sharing its 2,088cc engine with the contemporary Vanguard. It had a fairly high price of £1,099.

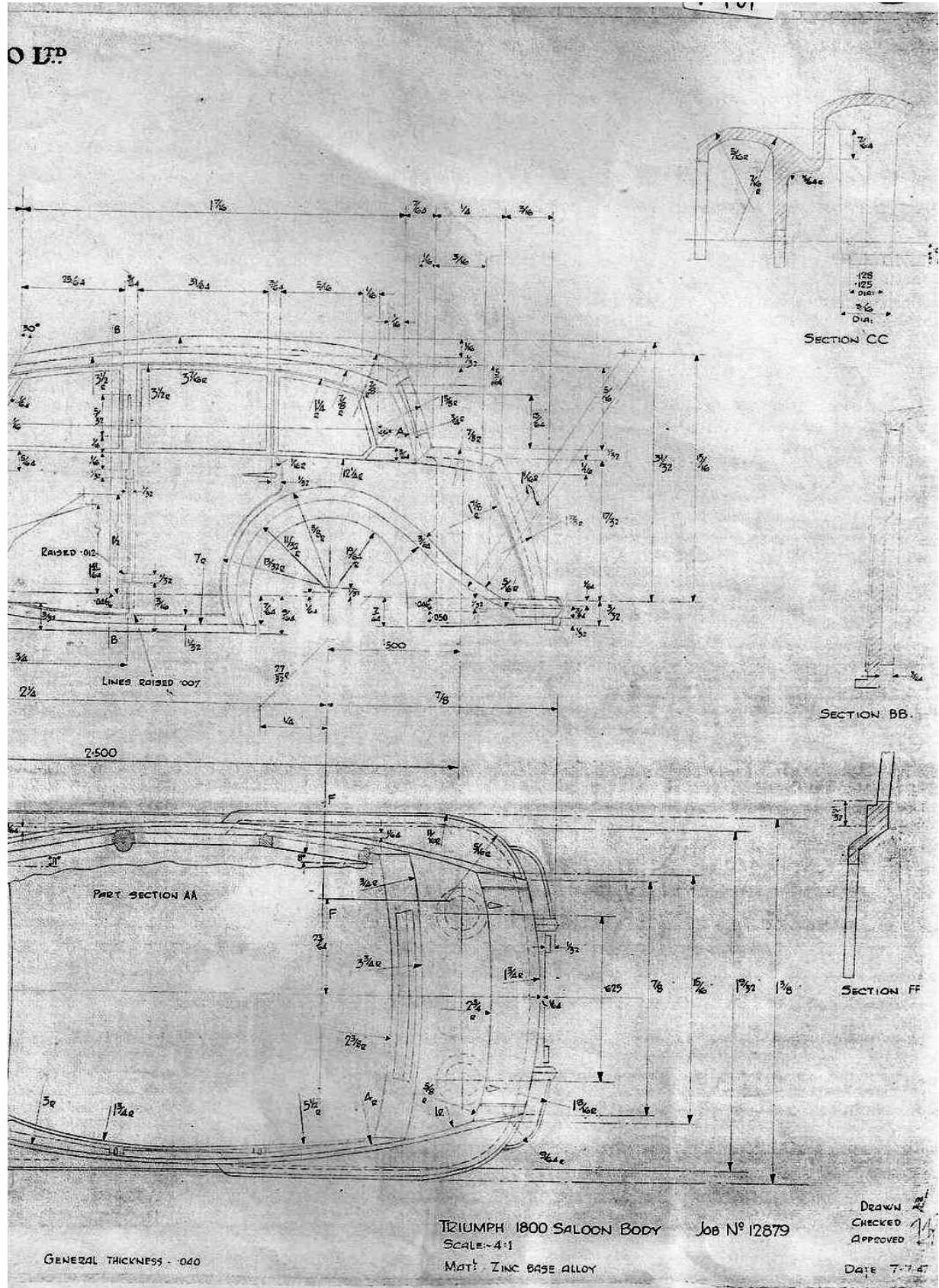
handles on the model, strangely enough, actually turn lever-action like the TDA and TDB, whereas the actual TDC has push-buttons. This is probably simply a saving in manufacturing costs, however, since the lever-action turning handles only require a single hole fixing. It is a larger-scale model, and can therefore afford to have a higher level of detail; and the Lansdowne series is really created for the collector's market more than as a child's toy, so that the higher price-tag justifies more investment in detail.

On the back cover of this month's magazine we reproduce what Meccano would have liked us to think of as the perfect middle-class family Christmas scene in 1950: the two lads playing happily with their extensive collection of Dinky cars and accessories, whilst the dog basks in the warmth of the fire (note the smart 1950s red-brick fireplace; how many of us when moving into a new house have roused out those "horribly dated" surrounds in order to create something more to our own taste?) Father, whose smart, well-polished shoes belie a respectable office job of some kind, is probably reading the paper and puffing on a pipe; and mother, of course, is not visible here. She'll be in the kitchen, basting the turkey or cleaning the sprouts. Family life was not entirely one-sided however; "the men do the washing-up on Christmas day," at least in the household I remember, before the family gathers round the radio for the King's speech.

**Our consideration of the Dinky car, and other models, continues after the engineering drawing on the next pages.**

MECCAN





### A CHALLENGE FOR YOU

Reach for the magnifying glass, chaps. On that back cover illustration, our car is in the bottom left corner, just under the '9d' lozenge. But the artist has taken great care with the detail of the cars; these are not generic 'a toy car... another toy car' pictures. Each one is a genuine Dinky model, and each is identifiable as a particular model of car. So: **can you name the other seven, and the truck?** Two are particularly difficult, being in deep shadow inside the model garage; but I suspect that we shall still be able to hazard a guess or two. I don't have the "right answers"! For the reader making the most impressive contribution to our knowledge, however, we shall manage a little prize. If you wish to have an electronic copy of the image to look at, you'll find it at <http://meccano.magazines.free.fr> but don't expect any very easy answers! Answers by email or post to the Editor, please.

Both the Lansdowne and the Dinky models are now out of current manufacture, and there are no other makers that we are aware of still producing any Razoredge model. However, you



might like to take a look at a new French model-making company, Silas Models, who are creating a range of excellent British classics in very fine detail. Find them at [www.silasmodels.com](http://www.silasmodels.com). The cars are in 1:43 scale, the same as Lansdowne, and the use of resin as the modelling material allows a level of detail that surpasses even Lansdowne. Dinky were die-cast, which implies high-cost die-making, therefore very large production volumes to break even; Lansdowne and Brooklin (the American-car arm of the company, but all made in Bath, UK) use a brass masters, vulcanised rubber moulds, and white metal for the model itself. This makes the lead-in cost much lower, and allows for the creation of models of rarer cars, and lower-number production runs. In resin – even more so.

Most of the Silas Models current range are from the 1960s; the latest (March 2012) was a limited-edition Sunbeam Rapier IIIa (1961). Their only Triumph at the moment is the much-loved Herald, but they also have a Jensen and an Austin Maxi currently available, and others on the drawing-board. At €69 (£55) they are not cheap, but if the model has sentimental value to you, you can always call it an investment. I wonder if we can persuade M Frederic Cros, the founder of the company, to take a look at the Razoredge?

### JUST A THOUGHT

Later in this edition we share with you some suggestions for outings in a Razoredge; but we would also like to suggest an excellent *time* for a trip: and that is Christmas day. Few other motorists are in much of a hurry, and the level of general goodwill is such that people are even more pleased than usual to see a Renown on the road; but best of all, it is the one day of the year when traffic is so light. These are the road conditions the car was designed for. So whether you are taking the family to church, or collecting Auntie Mabel, or slipping out to the pub for some relief from the mayhem – consider doing so in **STYLE**.

**Last Minute Weddings.com**

By Mike Sampson

In March last year I was asked if I could be on standby for a local wedding at the end of April. The Bride was the daughter of a local farmer who, keeping with tradition, wanted to driven to the Church by tractor and trailer. I was to be on standby in case the weather was not good enough for the open-air journey. As I say, this request was made months ago in March when we were in the middle of a heat wave with sunshine and temperatures in the 20s.

Then came Easter and the monsoon season, April showers doesn't really do it justice, rain was of Biblical proportions. We had been away in France the week before the wedding and by the Thursday evening (the wedding was booked for Saturday) I still hadn't heard anything. I managed to contact the Father of the Bride to be and he was still hoping the weather would be alright on the day. The following day we had our hopes dashed as the weather forecast was for wall to wall rainfall. So a quick leather over for the Renown followed by a full polish. It's so difficult to put your heart and soul into doing that when you know the car is going to get wet and muddy (remember this is farming country) within minutes of leaving the sanctuary of the garage.

Saturday morning, the car was ready, it was still raining but until I got the phone call I did not know whether it was plan A or plan B, the Tractor or the Renown. The weather persisted and with early morning temperatures of only 4°C the Renown it was. Cream ribbons were delivered to me and under Ann's guidance the car was duly decorated.

Against all odds it actually stopped raining just before I was due to pick the bridesmaids up for the first run. I thought to drive slowly (is it possible to do anything else in a Renown) to avoid splashing from the many puddles. I arrived at the house in plenty of time, because brides are always late, and was pleased to meet up with another friend who runs a very nice Rover 100 in very original condition. He had also been drafted in at short notice to assist with the transport to the church.



We made the journey in convoy covering a distance of about half a mile, but that is far enough to get wet in the back of a trailer. I couldn't believe our luck though as it remained dry for the duration of the service, the obligatory photos and the return trip. Even without the

rain the Bride and Bridesmaids were absolutely frozen while standing around for the pictures. Thankfully I had repaired the wiring to the heater in the Renown and everyone was glad to have it on full blast. We both made 2 trips to ferry people back for the reception and the rain didn't start again until the Renown was safely back in the garage, a great relief to me.



The final note to the story is that the Bride's father was very disappointed in not being able to use his recently restored grey Ferguson for the wedding. The consolation for him was that at least the Renown shares the same engine.

#### **The wedding vehicles team – in an earlier age**





## SNOW CHAINS OR SNOW SOCKS?

Since Holdens of Bromyard were kind enough to allow us to use their winter preparation guide in the last edition, I thought we'd give them a mention with their latest winter promotion here: they have good stocks of both snow chains and snow socks now available.



See the website at [www.holden.co.uk](http://www.holden.co.uk), or you'll find a demonstration of fitting both on You Tube if you search for Snow Sock Holden or Snow Chain Holden. In case you're not familiar with the idea of snow socks, as shown here, they are claimed to be very comparable in effectiveness with snow chains, but to do less damage to the tyre if driven on tarmac, and to have less risk of damage to the car in situations where there is reduced clearance. On You Tube there is also a comparison of effectiveness conducted by *Which?* magazine. It is not

very likely we'd be out in the Razoredge in snowy conditions, but they have a range of sizes for all cars. Snow socks are around £41 a set, and chains are £44.

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## CORRECT ASSEMBLY OF FRONT BRAKE HOSES PART NO. 59290 TRIUMPH RENOWN

### *OFFICIAL STANDARD TRIUMPH REPAIR BULLETIN DATED 6<sup>TH</sup> JULY 1950*

It is absolutely essential, when assembling the front brake flexible hoses to their respective abutment brackets on the chassis side members that these hoses should approximate to the horizontal position and under no circumstances, should be 'looped' upwards.

Failure to regard the correct method of assembly when fitting a replacement hose for any reason, may well lead to such a hose being chafed by the wheel rim when on the forward lock.

When fitting one of these hoses, it should be first screwed securely home in its banjo adaptor on the brake backing plate, taking care meantime to prevent this adaptor moving and damaging the bottom cylinder connector pipe or unions.

Having fitted the flexible hose to the backing plate, it should be secured to the abutment bracket on the chassis frame, by tightening up the locking nut, whilst preventing the hose from turning by holding it with a spanner. **DO NOT TRY TO SCREW THE HOSE INTO THE LOCKNUT BY ROTATING THE FORMER AS THIS WILL CAUSE SERIOUS DAMAGE TO SUCH A HOSE.**

*Reminder – if in doubt, have the work on your car done by a competent qualified mechanic.*

## SOME RECOMMENDATIONS FOR OUTINGS

Michael Capps, member 566, who is a regular at our summer rallies, has written about the pleasure it gives him to get out and about in his car whenever he can. He has had odd problems with his car, TDC 1476 – brake issues, starter shorting, and a new battery this year; but he says we have to accept that at their age, any Razoredge is going to need items now and then. Michael's answer is to make sure it gives him as much as possible in return, and not just in driving to collect parts from our spares secretaries.

Michael has listed some of the museums and activities he has enjoyed in over 25 years of travels in his Renown, and we give a selection here. You may know some of them – I certainly do – but on the basis that “if you liked that, you'll like this,” readers might like to consider making others the focus of a day out. And what better way to visit a place of historical or engineering interest, than in an interesting car?

**North Norfolk Railway**, a preserved line with steam and classic diesel trains, which runs between Sheringham and Holt, partly along the coast. They hold an excellent 1940s weekend each September: Graham Sinagola, are you reading this? Rated number 3 of 194 attractions in Norfolk by Trip Advisor, it is given 5-star rating by 61 reviewers. Can't be bad!

**The village of Rowsley, Derbyshire**, has the confluence of the rivers Wye and the Derwent, and in direct consequence of being a junction of valleys, an important place in railway history. The station was frequently used by King Edward VII when visiting nearby Chatsworth House, seat of the Devonshires. Today, however, the most attractive railway terminus is a little outside the village, cut off by the A6 road: the heritage Peak Railway, which runs for four miles, to Matlock. Rowsley has a fine hotel, the Peacock; and the wonderfully-named *Claret and Grouse* has to be worth a look.

**Crich Tramway Village**, Derbyshire, is a constructed piece of history: buildings or other items which were in the way of new developments, but far too good to just disappear, have found themselves rebuilt here. It is a technique which can lead to fascinating places to explore, as at Blists Hill Victorian Town in the Ironbridge Museum group, and at the Weald and Downland Open-Air Museum, Sussex. In Crich we have the frontage from the Assembly Rooms from Derby, the Red Lion Inn from Stoke, and the fence and gates around the



tramway depot were originally at the fruit and vegetable market in the Bull Ring, Birmingham. The whole village is only the picture-frame, however, and the true subject is the National Tramway Museum, which captures a much-loved phase of our public transport infrastructure. (To see what we have lost, still in full vigorous use, visit Prague or Amsterdam.) The museum itself is of historical interest; it was founded by a group of enthusiasts in 1948, who bought a redundant tram for £10, having at that point nowhere to keep it. At that time, there

were no steam railway preservation societies, because ALL railways were still steam-powered – and the whole heritage movement was still decades in the future. The Tramway Museum led the way. Your Razoredge in the car-park for a day would be an enhancement.

If tramways are your thing, Michael suggests you try also the **Carlton Colville Trolleybus Museum**, in Lowestoft.

**Caister Castle**, in Norfolk, is one of those wonderful neglected and crumbling monuments in our history where you can wander amongst the ruins, climb the 100-ft tower, and let your imagination create what might have been. It was Sir John Falstaff's country seat (yes, Shakespeare's Falstaff); after he died childless and intestate, it was claimed by the Paston family, but this was contested by the Duke of Norfolk, who besieged it in August 1469. No war going on; just a dispute between two families. Paston defended it with a force of 30 men, but one of his longest-serving servants was killed by a crossbow wound, and the siege was lost. If it should be raining, Caister Castle also has a transport museum worth a visit.

The **North Yorkshire Moors Railway** will be known to many – a longer heritage railway, 18 miles from Pickering to Whitby across the big-sky moorland, passing through Grosmont and Goathland (also known to Harry Potter as Hogsmeade Station, and to Heartbeat fans as Aidenfield). Santa's Christmas Specials running throughout December – see their website for details.

You might not expect **Canvey Island** to feature anywhere on a list of attractions; but it has a Transport Museum with a fine collection of vintage buses dating from 1930 to 1980, which are used at regular events throughout the summer season. Again, 1940s events are popular.

Michael is also a keen visitor of breweries and distilleries. Any brewery which takes visitors will be worth a tour, but he recommends in particular the **Bushmills Brewery** in Ireland, the **Blacksheep Brewery** in Yorkshire, and **Elgoods**, a 200-year-old family brewery in Wisbech, Cambridgeshire (not always open – check dates).

Would you expect a coal mine to be a source of fascinating experiences and provide an educational day? Try **Big Pit** at Blaenavon, Torfaen, in South Wales. Through the history of the mine, you see the history of the whole of South Wales, and a view of the industrial experience for the whole of Britain. The underground tour needs to be booked in advance.

The **Royal Naval Dockyard at Chatham, Kent**, is a huge site. It is a place which has become a museum by accident; from its heyday in the era of the Wooden Walls, when it was amongst the foremost shipbuilding sites in the country – *Victory* was built here – it has gradually declined and dwindled, so that sections were mothballed in turn. It has a dry-dock by Smeaton; it has the original templates from which the great wooden ships were made; it has sail and colour lofts, for sailmaking; and the Ropery, for a long time the longest building in Europe, where ship's cables of all sizes could be twisted. It has a nuclear submarine, which was built here. It has smithies, and a wheelwrights; it has a complete example of a specialised industrial steam-powered plant in the Lead and Paint Mill. In the Mast Houses, seven huge interlinked barn-like structures for the making and repair of masts, they have still whole areas of general junk, some dating back hundreds of years; things you couldn't throw away, but no longer needed – 'Oh, stick it in the Mast Houses' – awaiting sorting and identifying. It is a backwater of naval history.

For land battleships, try the **Tank Museum, Dorset** or the similar institution at **Muckleborough, Norfolk**.

Of all our amazing heritage castles, Michael identifies just two: **Dover** and **Lincoln**. There is a timeline of the technology of war in the design, development and layout of castles, and Dover, a castle which has never fallen to an enemy since William the Conqueror had it built, traces this as well as any. Again, it is a huge site – wear comfortable shoes. Lincoln Castle was also for 900 years a court and a prison, and has some raw tales to tell.

There are others on Michael's list, but space prevents us continuing. *Do readers have any other favourites to recommend, I wonder?*

**RODNEY EVANS, MEMBER NO. 460**

Tom Robinson

We were saddened to learn that Rodney Evans has recently died. He joined TROC around the mid-eighties and although maybe not well-known to recent Annual Rally attendees, nevertheless he played an important part in the furthering the Club's presence in the Midlands area.

He did regularly attend our earlier Annual Rallies but later confined his trips to his local area. He was extremely proud of his fine car TDC 1539 which carried a re-issued registration number GSU 850.

Throughout the summer months he regularly attended rallies in the Nottingham area and we would frequently meet at Woollaton Park or the Tramway Museum at Crich. John Bath's fine photograph taken at Woollaton of his car alongside Leicester Corporation AEC Renown bus accompanies my reminiscences. In addition he contributed items for *The Globe* from time to time.



A tall, quiet individual with a dry sense of humour, he was always ready to exchange restoration and maintenance tips, though in later life the onset of arthritis prevented him from getting dirty underneath his car.



To his partner Audrey, the Club extends its condolences and we are pleased to learn that she wishes to remain within our ranks as an Associate Member.

