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Limousine, n. a luxury saloon car, especially one with a lengthened wheelbase. From Fr. *Limousin*, from the Limoges region, referring to a type of carriage where the driver sits in the open but the passenger compartment is enclosed. Associated with an ostentatious display of wealth.

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(Affiliated to the Federation of British Historic Vehicle Clubs)

THE TRIUMPH RENOWN LIMOUSINE

by Tom Robinson

'Never did like the blxxxxy things', and with that stark comment, the one-time chief stylist of Standard Triumph, Walter Belgrove, turned on his heels after looking at a Renown limousine and went back into his retirement bungalow, leaving me standing on his doorstep.

Perhaps I should rewind the tape to fill in the background to this comment. Many years ago—the late seventies, or thereabouts, a car rally entitled STIR [Standard Triumph International Rally] was held every other year in the Midlands area and on one occasion it was thought most appropriate to invite Walter Belgrove, the alleged [by some] chief designer behind our cars, and that he be brought from Barnstaple to the Rally. The most appropriate car? – A Triumph Renown limousine, of course.

In those early days of the Club we were fortunate in having a limousine [TDC 2017] in our midst and this car was then owned by an active member in Cornwall, it seemed only natural that if the car was coming to STIR, then Barnstaple was not out of the way en route. Carrying a Coventry registration, LVC 313, this car when new was most likely to have been owned by Standard Triumph which made it even more of an appropriate choice.

As a way of mentioning this idea to him, Walter Belgrove had made an appointment for the owner and me to call and introduce ourselves and explain our intentions. So here we were standing on his doorstep and wondering what to do next. Well, eventually we were admitted to the bungalow and were shown some remarkable examples of his creative skills. If I recollect correctly, he had started his career with the London coach-building firm of Windovers.



My very poor shot of Walter Belgrove with his wooden models of a TD saloon and the TRX

But I digress, what I really want to deal with is the origins and production of the Triumph Renown limousine. Many articles have been written about ST's managing director Sir John Black and his authoritarian attitude to his staff. This was by no means unusual in those far off days. His career at the helm of Standard Triumph has been extensively covered elsewhere so I will assume that members are fully conversant with this.

Sir John loved the high style of life with all its trappings and found being chauffeur-driven in the Renown was his ideal. He was always conscious of other motor manufacturers snapping at his heels with their ideas on design and style; his aim was to be in the forefront. This, I think, where his idea for a Renown limousine came from. Current production was the TDB version with a 108-inch wheelbase, it was selling well and no doubt his thoughts turned to creating a division between driver and passenger and how this was to be achieved. Certainly his stylists would have pointed out that with the limitation of this wheelbase, the rear compartment would be quite small.

In my opinion, the concept of the limousine was taken to the body makers Mulliner at Bordesley Green. Mulliner's was responsible for the manufacture of the razor-edge body shell and its trimming, thereafter, the body was taken to Coventry for mounting on its chassis. Mulliner's chief stylist, Les Moore was a remarkable man, who even in his retirement produced splendidly detailed drawings of the razor edge body and I feel sure that he was the man responsible for creating the limousine, responding to Sir John's requirements.



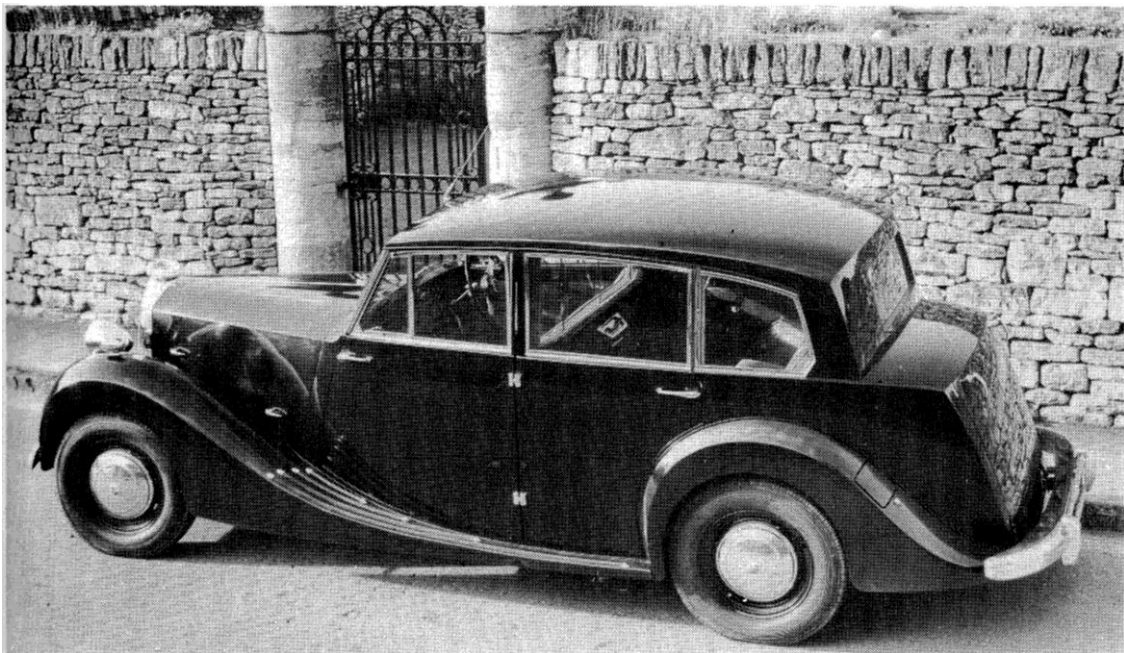
Photo J. M. Bath collection

Chris Moore, son of Les Moore, designer of the Razoredge bodywork at Mulliners, with model.

In order to provide a partition, the body shell had to be lengthened by three inches. The front doors were 1¼ inches longer and the remaining 1¾ inches was taken up in the rear door length.

Chassis No. X 497 [engine No. TDB38328E] issued from the Experimental Department was joined with the first limousine body sometime around March/April 1951. This black car was registered on 14th June as KKV 550 and I assume it was exhibited at the 1952 Motor Show. Examination of the photographs of this car show that although TDC-type door handles and mechanisms as supplied by Wilmot Breeden were fitted, this body shell retained the smaller rear window, as fitted in the TDB version. It further differed from the production limousine by having a flush-fitting petrol filler flap in the style of the Roadster. A radio was fitted in the partition, yet I have never seen one in production models. All limousines I have seen have an ashtray fixed in the normal position. The sales brochure illustrated the radio and in the specification it appeared as standard issue. I wonder if any member has seen a radio mounted in the partition. Please let me know. The sales brochure depicted a near-side elevation of the car and the artist had replaced the flush filler flap with a normal Renown one!

The partition was trimmed according to trim colour up to window height and above this there was a wooden fillet and then fixed curved glasses at either end with a double sliding glass arrangement in the centre. Unfortunately, the hapless chauffeur did not benefit from the fixed front seat with a vertical back! It was offered in the standard Renown colours of black, Cotman grey, jade green and maroon, though I have no record of a maroon example.



This official view of X497 clearly shows the TDB size rear window, radio in the partition and the unique petrol filler flap.

The limousine was never going to be a volume seller and it must have been an extremely costly exercise to create the increased length with so little sales potential. For this reason, no doubt, this is where the TDC version came into being. It used the limousine dimensions and embodied all the detail improvements such as a scuttle fresh air vent.



Above. Official ST photograph showing the combined radio and ashtray assembly fitted to the prototype car X497.

Left. Interior of TDC 2085 MXF 6 showing the fitment of an ashtray only, similar to that on production TDC models.

Photograph by John Bath.

The prototype TDC car was No. X 498 fitted with engine TDB 4181E and was registered KVC 827 in May 1951. This was quite some time before the early production TDC cars that carried January 1952 registrations.

The first production limousine car, TDC 2001 was built on 31st August 1951 and electric overdrive was now an option. List price was £925 as opposed to the TDB at £825.

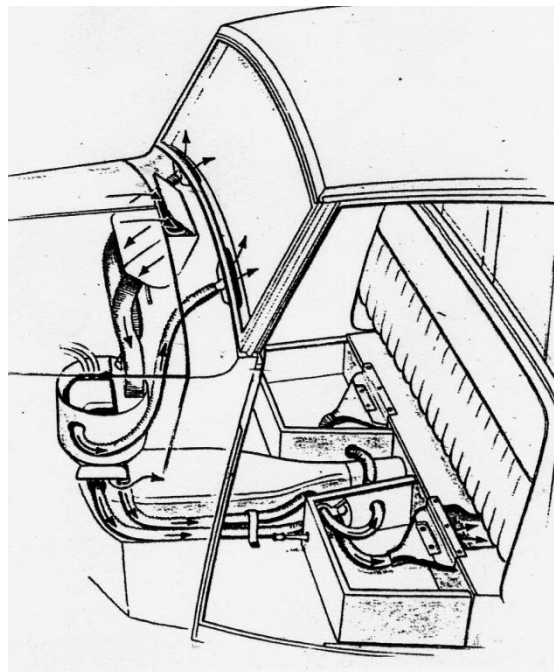
This is what 'Autocar' had to say in its issue dated October 5th 1951.

There is a new edition of the Renown in the form of a limousine—a nice combination of dignity, smartness, and reasonable size. It remains like the saloon, only more so; that is to say, it has a wheelbase 3 inches longer and a wider rear door. Its dry weight is 26 cwt 14 lb, as compared with 24 cwt 3 qr 7 lb for the saloon. Between front and rear compartments there is a division, with sliding Triplex glass windows. The general interior trim and finish are in good taste and style in keeping with those of the saloon.

Mechanically the limousine is similar to the saloon, but a stiffer frame is employed to deal with the longer wheelbase, and the suspension is regulated with rather more deflection on the front, and less on the rear, to meet the difference in the distribution of weight. The rear axle ratio is the same.

The cushions back and front have Dunlopillo overlays. One special feature is the air heating and ventilation installation.

Fresh air is taken in from the scuttle ventilator—which is high enough to avoid the exhaust fumes of heavy vehicles on the road in front — passed through the heater and then delivered as required into the front compartment, or to the demister slots in the windscreen rail. Separate conduit pipes take a proportion of the fresh air—or all if desired—to the rear compartment. Each supply of warmed or cold, fresh air is under control, and the air in the front compartment is not recirculated in the back. The radio set is also "two-way." One speaker is located below the shelf behind the rear seat squab, and an additional speaker can be placed in the front compartment.



As I previously intimated, production was very small, but my researches show that it did find favour with small companies that had senior management members with similar aspirations to Sir John!

I can find only one item change throughout the production of the limousine. For some unknown reason the partition was changed commencing with car TDC 2043. Unfortunately, the parts book does not clarify the reason; neither does the parts book mention that the limousine had a different driver's seat assembly. Some limousines appeared with black painted headlights due to a temporary nickel shortage.

Production figures

Commission No	Date built	Quantity	Remarks
X497	Possibly March/April 1951	1	Prototype car
TDC 2001- 2188	August 1951 to October 1952	188	11 units exported
TDC 2189, 2190 & 3000	October 1953	3	Special order. Possibly British Transport Commission LMR region
TDC 2620 TDC 2621 TDC 2622	29 th April 1954 5 th May 1954 11 th May 1954	3	Special order for Fergus Motors, Fergus Fine Cars, 1717 Broadway at 54 th Street, New York
	Total	195	

My thanks to John Bath and David Blackwell for providing most of the production data.

Notes

- Export figures stated cannot be substantiated as I am unable to trace the origin source.
- TDC 3000 was registered on 23rd October 1953 as RNK 806 issued in Hertfordshire. According to Glass's Guide, the RNK series was allocated entirely to British Transport Commission, London Midland Region. I have asked the National Rail Museum at York, but they have been unable to assist in the matter. Can anyone else help?
- The above list should not be taken as a definite statement of limousine production. There may well have been more special orders. It is a pity that what records have survived are vague on number of vehicles produced.

To be continued

FORTHCOMING KEY EVENTS

Since winter is drawing closer to us, in this edition we list only a few key events throughout the coming year. A fuller list will appear in future editions to help you plan your motoring events. If you know of a good event in your area, please recommend it. Emails to the Editor.

- Sunday 27th October** **Stoneleigh Restoration Show**, Warwickshire. Four halls full of autojumble, with plenty of experts on obscure parts for all classics. 9:30 to 4pm, with demonstrations and club stands. TROC will be represented by Chris Hewitt and Bob Hobbs.
- 15th – 17th November** **NEC Classic Motor Show**, traditional season-closer at the NEC. Be warned that parking is £10 and entry to the show is £9.50 - £64 a head depending on what you want to see and do; but there is a huge range of exhibits and events available. Over 1,500 cars! TROC will be represented by David Shulver with his TD, sharing a stand with the Roadster club in Hall 11.
- Sunday 23rd March** **TROC AGM** at Gaydon Heritage Motor Centre, Warwickshire, 10:30.
- Sunday 13th July** **TROC Annual Rally** at RAF Cosford Aerodrome, near Shifnall, Wolverhampton. The base is still a 'live' RAF base, principally for training and aeronautical engineering, but also has an extensive museum covering the 75 years of Cosford history and other significant aeronautical events. The impressive and thought-provoking Cold War Exhibition was opened in 2007.

The De Havilland Mosquito is amongst the 70 aircraft exhibits at RAF Cosford, and has a significant Standard/Triumph connection – in the war, the Canley and Banner Lane factories were two of the secret 'shadow factories' making engine parts, and the fuselages for 3,000 Beaufighters and 1066 Mosquitos.

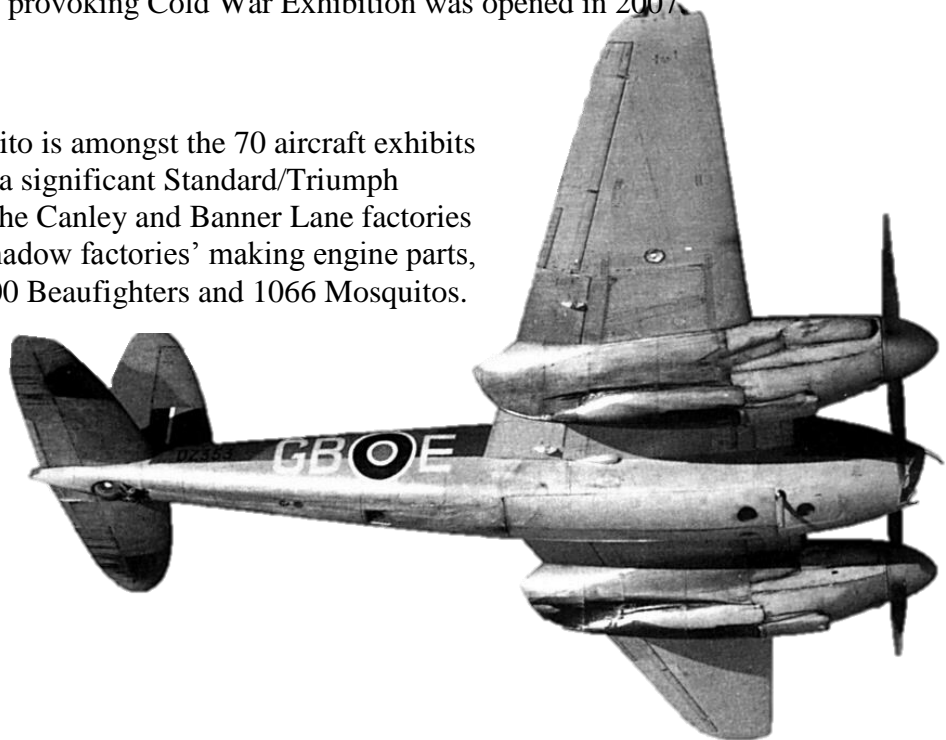


Image extracted with permission from wwiivehicles.com

If you are out and about in the Razoredge – send us a photo!

TWO CARS TO TRACE

Member Russ Gittings reminisces fondly about his car from the 1970s:



“Hi Roger, here is the photo of my 1952 Triumph Renown for the magazine.

I really would like to know what’s happened to it, and where it is, even if its all stripped down in someone’s garage and is now just a pile of bits.

We had some good journeys in this, and the picture shows it at South Deans holiday caravan park at Yarmouth in the 70s.

I really do hope someone can respond to this plea. I would love to have it back.

Regards, Russ.”

If any member can help with information about the car, do please get back to us. You can feel Russ’s sense of loss and nostalgia for the old car in those words; and let it be a lesson to all of us. You might be disappointed or angry with the old girl when there are problems, and wonder if it’s worth all the time, effort and money – but if you give in, for whatever reason, and let her go, you will miss her when she’s gone.

There is less information to help with the next request, however; Steve Stewart has contacted us after viewing the website.

“I am trying to trace the owner of a – I believe it to be – 1951 Triumph Renown. My father owned it after it had been standing for many years. He got it all working in the 1970s and it passed its MOT. The original log book said it belonged to a Lady Hamilton. My father sold it to the then Secretary of the Triumph club in the late 70’s.

The only things I can remember about the Renown was that it was black with big chrome head lights, had an exhaust system that resembled a Standard Triumph and the Radiator cap had a hole in it that had a flag pennant of the Union Jack. The only other thing was that it said in the log book that it was once owned by a Lady Hamilton.

My father sold it in about 1975 – give or take a couple of years – probably a bit later.

Thanks again and regards, Steve Stewart.”

Now, to go hunting for a Triumph Renown when the only clues are that it was black and had big chrome headlights, sold in about 1975 – that really IS whistling in the dark. It is not clear whether the “secretary of the Triumph club” is our club, but if any of you very early members can recall anything about Lady Hamilton, and a hole in the radiator cap possibly for a Union Jack pennant (or very likely where the flaming torch used to be fixed) – well, do tell us.

IN SEARCH OF STOCKING-FILLERS?

Members might like to consider the items of club memorabilia shown below, and perhaps leave the magazine strategically open where our ever-loving and long-suffering spouses or other family members or friends might see them and draw inspiration. Alternatively – treat yourself!

All items are available while stocks last from Chris Hewitt, club Chairman. Prices exclude postage and packing. Find Chris’s details inside the front cover of the Globe.



The club ‘Globe’ badge, suitable for mounting behind the front bumper or on a badge-bar; £28. It is sturdily made and has good-quality enamel.



Our
Globe
and the

Owners’ Club’ in gold

A china mug,
Globe
emblem and an image



lapel badge, showing the image surmounted by a Triumph steering-wheel, words ‘Triumph Razoredge around the edge. £2.50p

emblazoned with the
of the car. £3.10p

The keyring seen below is a very fine design with a remarkable level of detail in the etched 3D image – the steering wheel, radio aerial and radiator badge are all quite clear; the over-riders and lamp fittings and the filler cap can all be made out. Looking from underneath, the chassis and the engine are clearly visible. In a smart padded presentation box. £7.50p



The light is easily strong enough to illuminate a keyhole.

ON THE ROAD TO ROCKINGHAM



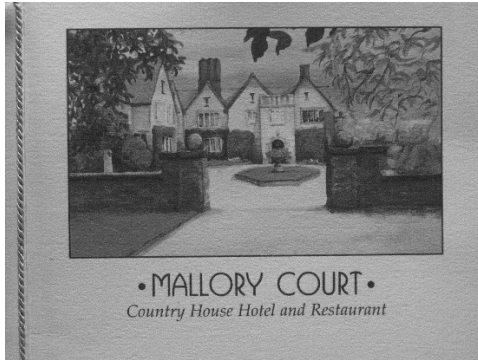
Photo: David Shulver

On the way to the Rockingham rally this summer, David Shulver, David Wickens and other members paused in the Welland valley to admire the Harringworth railway viaduct, which with its 82 arches is the longest in Britain. It is 60ft high, 3,825 feet long, and required over 20 million bricks. The original bricks were locally made from soft red clay, and in recent years repairs have been made using a harder-faced blue brick. It was completed in 1878, in the peak of the railway-building boom which both fuelled and grew from the Industrial Revolution.

From the ground, it's difficult to encompass the full extent of this remarkable structure; but here it is from a satellite image. Local steam preservation societies occasionally run trains across it, most recently in August this year.



Image courtesy of Google Earth



A WEEKEND AT MALLORY COURT, LEAMINGTON SPA - THE FORMER HOME OF SIR JOHN BLACK AND FAMILY

By John Bath, TROC Historian

A number of happy coincidences led my wife and I to spend a superb weekend at Mallory Court earlier this year which I am very pleased to report on for "The Globe".

My colleague, Bob Hobbs, had been fed some incorrect information about a stay in a totally different hotel in the area, said to be the Black's former home. In turn, he was corrected by Nick Black, Sir John's youngest son, which then led to a correction appearing in "The Globe".

Later in November 2011, Bob Hobbs and I were to meet Nick Black and his charming family in Stamford, travelling up in Bob's ex-factory owned Renown, as we reported in "The Globe" soon after. My wife and I stayed in a splendid "sister hotel" in the same chain as Mallory Court, near Kidderminster. I took an impromptu diversion to the hotel for a "recce" after a business trip to the area and then a little later, we had a special offer via email to stay at this very hotel for a weekend break.

How could I turn down such a great and timely offer? Arriving on a typically wet and misty Friday in March this year, we were welcomed by a friendly Jo on reception and shown to our room, sorry, suite, - the superb and spacious "Farnborough Suite", as we had been lucky enough to be upgraded unexpectedly.

I wonder which famous personalities of the period might have stayed here in this very room, in what was presumably a guest bedroom. I should add that this was before I revealed my hidden agenda to write this piece for "The Globe", which was to come after we had settled in.

Luckily, I had remembered to bring my copy of Nick Black's fascinating biography of his father, "Triumph and Tragedy", featuring contemporary pictures of his home, a pre-hotel Mallory Court, which neither Jo nor her colleagues had seen before.

In return, Jo kindly gave me a copy of the hotel's specially prepared history of the building, some details of which appear below. She also promised me a look inside the Summerhouse in the grounds, which prior to my visit Nick had recommended that I see during our stay.



Not many hotels have a listed Art Deco outside swimming pool, out of use at the time, not that I would have thought of using it during a colder than usual English March! But back to the Summerhouse, which is not normally open to the public. It was fascinating to try to identify some of the signatures on the walls, from previous guests in the Sir John Black era, such as Fred Perry, Billy Rootes (of Rootes



Group fame) and others. Here I should say that Nick had tipped me off about the amazing survival of those signatures, otherwise I would have mistakenly assumed they would have disappeared forever long ago.

I was told that over recent months visitors to the hotel had included a former member of staff who had worked here for Sir John, and a lady who as a small girl recalled the pet monkey (an unusual pet at the time) when she stayed with her parents as guests of The Black family.

In our room, I soon found a great book on Art Deco Interiors, my favourite period from a design viewpoint, and although this is not a typical building of that era, it did include a number of details which were clearly from that elegant era (in my view!!), including tiles, bedside lamps, bathroom mirrors etc - .yet another bonus for me!

As this is a classic car journal, I will not go on about the long bath (easily coping with my 6'0" frame fully stretched out), the huge comfortable bed, the gorgeous oak panelled dining room, nor the log fire in the reception room...the latter looking very little different from the contemporary pictures in Nick Black's book.

Little did I think that I would be staying in this very location, when Bob Hobbs and I watched a late 1940's/early 50's black and white home movie (turned into a DVD) at Nick Black's house, with Mallory Court featuring strongly, of course.

Historical Notes

It was built in 1916, for James Holt who made his fortune in cotton, based in Preston, but he decided on retirement to relocate to Warwickshire. The architect was P Morley Horder who reintroduced the romantic Elizabethan period in his building designs including a house for Lloyd George.

Mr Holt died in 1936, when Captain (later, Sir) John Black bought the place as MD of Standard Motor Co. It was Sir John who introduced the beautiful outdoor pool, the oak panelling in the dining room, the squash court etc

More recently, Mallory Court was a hotel from 1976, then developed under the aegis of Sir Peter Rigby, who has been responsible for some major re-development - including an additional wing- none of which take away the "original atmosphere" of the main building and grounds.

This hotel is now part of the Eden House Collection.

Acknowledgements

Many thanks to Bob Hobbs who circulated the original (revised) information drawing my attention to Mallory Court in the first place, and of course, Nick Black for his friendship and much extra background detail, (not all of which can be reproduced in this piece due to pressure of space).

I am also grateful to Jo and the friendly staff at Mallory Court who took time to show me the original plans of the building and certain areas not normally open to the public.

John Bath – September 2013

SIR JOHN BLACK from *20th Century Coventry* by Kenneth Richardson. 1972

“Among these many factors, however, something can be attributed to the drive, ambition and self-destructing energy of Sir John Black (1895-1965), then Managing Director of the Standard Motor Company.

Like many others, the young John Black had come to the West Midlands after the First World War with his officer's gratuity in his pocket. He had been demobilised with the rank of Captain from the Royal Tank Regiment, and Clough Williams-Ellis, his former C.O. and the official historian of the RTR., remembers him with respect as an intelligent and able officer. Black had no formal engineering qualifications, but had obvious gifts of command and sufficient knowledge of petrol-driven engines to make him worth a job on the sales side of any car firm.

He was, therefore, recruited by William Hillman in 1919, and two years later he married one of the six Hillman daughters. Two other daughters were also to marry young men fresh from the wars; one, Captain Spencer Wilks, and the other, Major Sydney Dick, who had been one of those leading the first tanks into action by walking in front of them.

A time of decision came to all three men when, in 1927 and 1929, the Rootes Group broke into manufacturing by acquiring control of first the Hillman, and later the Humber Company. All three left; Sydney Dick to become Chairman of Auto Machinery Limited. Spencer Wilks to save Rover from extinction, and John Black to join the Standard Motor Company, where Reginald Maudslay, founder of the firm, was still Chairman and Managing Director. When Maudslay died in 1934 John Black was appointed sole Managing Director.

Black could well see that immense prizes were still to be won in Britain through volume production of cars for the ordinary family. The useful Standard Nine, introduced in 1927 before he joined the company, was supplemented by a whole range of models known as Flying Standards. In 1938 the cheapest of these, the open tourer version of the Eight, sold at £125, and the most expensive, the Twenty, at £325.

Production totals were small compared with those of today, but Standard was already using a track with subdivision of jobs in the thirties. Much of this was due to Frank Salter, an excellent planning engineer who had come with Black from Hillman. Black's expansionist policy brought its rewards; bank debts were paid off, and by 1937 the company's dividend was running at the rate of over 20 per cent each year and Black had been invited to take part in the first Shadow Factory Scheme.

His imperious military manner and flamboyant personal spending were apt to disguise the fact that, almost to the end, Black was a very prudent Managing Director.

He was in advance of his time in paying proper attention to safety, and to the cleanliness and appearance of his factory. He always dressed impeccably himself and had the old army officer's liking for white lines, combined with the artist's eye for bright colours.

In 1936 he introduced a non-contributory pension scheme for men on the shop-floor, long before he thought of one for executives. He took on student apprentices with a higher standard of education than was average in the thirties and, after the war, sent some to university. He appears to have kept the number of executives down to an absolute minimum and always took pride in moving around the factory personally, so that he might see for himself what was going on. At first sight John Black appears the last man to justify the description of Victorian, but his belief in personal oversight was in direct line from Sir Alfred Herbert, one of the many people who did not like him. In any balanced judgement of his

achievements, these things are more important than the complexities of his personal character.

He was actually the son of a Civil Servant, keeper of a section in the Public Records Office. He received the good grammar school education of those days but nothing more, and was already articled to a solicitor when the war came in 1914.

The Blacks were an artistic and intelligent family of the professional middle class in Kingston upon Thames, but those who knew him later in Coventry would never have guessed at these comparatively modest origins. He often gave the impression of playing the part of the aristocrat and old military man. He always wished to excel in everything, taking lessons in sports and working hard to ensure that he could not be outshone.

A Coventry businessman once recalled how, on being advised by his doctor to give up tennis, he was invited by Sir John Black to play a last foursome. He was surprised to find that their partners were to be Fred Perry and Dan Maskell. On one occasion Black is said to have asked how to get a really good education quickly, and on another to have claimed that his father was a university professor.



From these and other incidents one can only guess at the tensions, the deep sense of inferiority and the overwhelming desire for compensation which must have lain behind that resplendent exterior.”

Sir John Black, centre, with two other Triumph directors, at Mallory Court.

MALLORY COURT 1950 AUCTION DETAILS ARRANGED THROUGH KNIGHT, FRANK & RUTLEY.

ACCOMMODATION OF THE RESIDENCE:

Hall, Cloakroom, Library, Drawing Room, Dining Room, 5 Principal Bedrooms with 3 Bathrooms, Dressing Room, Study or Sewing Room, Nursery Bedroom and Bathroom, Nursery Pantry, 4 servants Bedrooms and Bathroom (each Bedroom except one has a basin). Domestic Offices. Wine Cellar. Sun Loggia. Garages, Stable Block (with Large Lofts above), Pleasure Grounds, Kitchen Garden, Paddock, 3 Modernised Cottages and Gardeners Flat, Formal Rose Garden, Hard Tennis Court, Rock Garden, Swimming Pool, Thatched Garden House (Containing a large Living Room or Play Room with a brick fireplace, a small Bedroom, Kitchenette with sink and point for Electric Cooker, Cloakroom with pedestal basin and WC) Croquet Lawns, Squash Court (9.948 acres)

“The Residence, built in 1911 of brick with plaster covering and a tiled roof, is designed in the style of a Cotswold Manor House and presents a very pleasing appearance with its high pitched gables, stone mullioned windows and stately chimneys. The walls are partly covered with cotoneaster and other creepers. It stands about 270 feet above sea level and enjoys a sunny situation facing south and east with an open prospect over its own delightful grounds”.

The House is approached by a short gravelled drive lined with horse chestnuts and flanked by grass borders planted with ornamental shrubs and evergreens. The drive terminates in a circular sweep, enclosing a small lawn with an ornamental stone urn, and the House is entered through a stone arched Porch surmounted by a stone balustrade.

The accommodation, which is all on two floors, is planned on modern labour-saving lines and all the principal rooms enjoy a southerly aspect. The decorations and appointments are in virtually faultless order, the present owner having spent very large sums of money on the property. It comprises:-

Ground Floor

HALL -21ft 3 in. by 18ft.having a polished oak floor and an open stone fireplace with basket grate, on either side of which are built-in china cupboards with glazed doors. A radiator is concealed behind a grille in the bay window. Off the Hall is the principal Staircase with a Flower Room beneath fitted with a sink. A corridor leads to the Cloakroom and to the Domestic Offices.

THE CLOAKROOM- has cream tiled walls and a tiled floor and is fitted with a modern pedestal basin and a chromium plated towel rail and radiator. Separate W.C. with low level suite.

THE LIBRARY (S.E. and W.) 22ft.3in. By 20ft. 6in.having an open stone fireplace set in a wide alcove with concealed lighting from the cornice, enclosed radiators, three fitted bookshelves, power and lighting points.

THE DRAWING ROOM (S. and E.) 21ft.9in. by 17ft.8in. with walls fully panelled in oak and a polished oak floor, open fireplace with moulded stone mantel, enclosed radiators and a pair of oak panelled sliding doors opening to:

THE DINING ROOM (S. and E.) 23ft.9in. by 17ft.9in. also panelled in oak and having a polished oak floor. The open fireplace is set in a corner with a moulded stone mantel and stone hearth. There are two concealed radiators and power points. A service door leads to the:

DOMESTIC OFFICES comprising:-**Pantry** with sink and hardwood drainers, two ranges of glass fronted cupboards with drawers and shelves beneath; **Strong Room**; Brushing Room with tiled floor and range of wardrobe cupboards and with a small electric lift rising to the Nursery Wing; **Servants Sitting Room** 20ft.6in.by 11ft. with polished wood block floor and tiled fireplace; Brush Cupboard; Servants W.C.; **Two Larders** with white tiled floors and slate shelves, point for refrigerator; **Scullery** with tiled floor and cream tiled walls; **Kitchen** 17ft. 10in.by 15ft. 6in. with tiled floor, cream tiled walls, Aga 4 oven cooker and point for electric cooker, modern dresser extending along one wall; **Store Room** with shelves; Lobby to side entrance and secondary staircase; **Wine Cellar** and two coal cellars with Clyde automatic oil burning boiler for Central Heating and Hot Water and an alternative anthracite boiler by W.A. Bennett.

First Floor

Approached by an oak staircase rising in three short flights to a wide corridor off which are the principal bedrooms and a short passage leading to;

THE PRINCIPAL SUITE

Bedroom No.1 (S.E. and W.) 21ft.9in. by 21ft.2in.having two built- in hanging wardrobes and a built in wardrobe fitted with shelves and drawers, wash basin enclosed in a toilet

cupboard with automatic lighting and a range of low cupboards, two of which are fitted with drawers.

A door leads to a Balcony overlooking grounds.

Dressing Room or Bedroom No.2 (W.) 18ft.9in.by 15ft.9in.having three built- in wardrobes, one fitted with shelves and drawers and all having automatic lighting, toilet cupboard with basin, electric panel fire with marbelite surround and dressing table fitment.

Bathroom No.1 with opaque blue tiled walls, blue porcelain enamelled fitments including two semi-sunk baths, pedestal basin, low level W.C., three chromium plated heated towel rails, shower bath with glass surround.



Bedroom No.3 (S.)

18ft.by13ft.10in.having two built- in hanging cupboards and two fitted wardrobes with shelves and drawers, blue tiled fireplace, porcelain enamelled pedestal basin.

Bedroom No.4 (S.) 17ft.9in.by16ft.6in having a built- in hanging cupboard with mirrors, a fitted wardrobe cupboard, toilet cupboard with basin and automatic lighting, blue tiled fireplace and a door communicating with:

Bedroom No.5 (S. and E.) 18ft.by

13ft.2in.having a built- in wardrobe with mirror and automatic lighting, pedestal basin, towel rail, blue tiled fireplace, window seat with drawers under.

Bathroom No.2 with green tiled walls and green porcelain enamelled fittings including a modern semi-sunk bath, pedestal basin, low level W.C. suite and a chromium plated heated towel rail. Separate W.C. with green tiled walls.

Bathroom No. 3 with cream tiled walls and cream porcelain enamelled fittings similar to those in Bathroom No.2 and also having two built- in medicine cupboards with mirrored doors.

Study or Dressing Room (N.) 14ft.6in.by 7ft.8in. with enclosed radiator and power points.

Bedroom No. 6 or Nursery (S. and E.) 20ft.8in by 14ft.5in with range of built-in cupboards and fitted wardrobe with shelves and drawers, blue tiled fireplace and door communicating with:



Bathroom No.4 with cream tiled walls and appointments in cream porcelain enamel including pedestal basin, semi-sunk bath with shower, low level W.C. suite and heated towel rail. Adjoining is:

Nursery Pantry with sink, point for electric refrigerator, hotplate and kettle.

The Servants Bedrooms are on the same floor but are shut off from the

principal Bedrooms and approached by a secondary Staircase, they comprise:

Bedroom No.7 (N.) 11ft.6in.by 10ft.6in.having a pedestal basin, fitted wardrobe with hanging space and drawers, and a fireplace.

Bathroom No.5 with cream tiled walls and modern porcelain enamelled appointments including pedestal basin, semi-sunk bath, low level W.C. suite and chromium plated heated towel rail.

Bedroom No. 8 (W.) 18ft.4in.by 8ft.8in.with pedestal basin, hanging cupboard and fireplace.

Bedroom No. 9 (W.) 18ft.2in.by 8ft.8in.having a pedestal basin and fitted wardrobe with hanging space and drawers.

Bedroom No.10 (W.) 13ft.9in.by 9ft.10in.with pedestal basin and a built-in hanging cupboard.

Above are the Heated Linen Room, Landing Room, Box-room and Two Tank Rooms.

SERVICES

Main Electric Light and Power; Main Water

Central Heating and Domestic Hot Water provided by a Clyde oil fuelled boiler and an alternative anthracite boiler.

The G.P.O. Telephone and Private Telephone Installations with extension in most rooms.

The above auction details make a lengthy document, which you might think take up more space than can be justified in a car enthusiast's newsletter; but we invite you to look again at the list of rooms and features not as an auction prospectus, but as Sir John Black saw it when he bought it and enjoyed owning it. Note the generous sizes of rooms, the rambling list of bedrooms and bathrooms, and the mod cons – for those days, extremely mod.

It's all rather over-the-top; a tad pretentious; the home of someone who wishes to make it clear he has arrived, and arrived in style. This is the man whose vision gave us the Razoredge. It is the car that goes with the house.

WHAT'S IN A NAME

Chris Watson, from Essex, wrote to us after attending the summer Rally in **HRY 208**:

“Well, **Harry** made it back from Rockingham with just the same collection of strange noises that developed on the way there. My navigator, however, felt that “**Hairy**” would be a more appropriate translation of the number plate. Quite what I do with old man now has not been decided. I shall run it over the summer and take it from there, but don't be surprised if it turns up next year without too many noticeable changes since I do value originality where it exists and I do like to keep my cars moving. The headlining sums this dichotomy - it's crazed and has been painted over at least twice - but it is original !

I would like to thank the Club for its part in getting me there, in particular Irving Dalton and Chris Hewitt for being extremely helpful and quick off the mark with spare parts. It was something of an act of faith to think that it was possible with a car that stood for 40 years and then only 5 miles in the last twelve months with the previous owner. As noted in the last edition of Globe, good luck and Renowns are old partners and I have no doubt that I will be in regular contact for some time to come.

Also a thank you to everyone from the club who made Sally, Harry and I feel most welcome and provided all sorts of advice, words of comfort and who showed their interest in undoubtedly the least well presented car on the slope.

We thoroughly enjoyed a beautiful summers day.”

Whether this car should be christened Harry or Hairy would be open for debate; but personally I feel our car is more of a **Henry** than either of those. A Roadster could be a Harry; but surely the essential dignity of the Razoredge is better suited to Henry?

In either case, Chris is not the only owner of an HRY Renown. In a collection of photographs passed to me by Tom Robinson, I found the picture shown on this month's back cover: crossing a cattle-grid, probably at the gate-house of some large country estate, we have HRY 79, a TDB which is no longer a member of the club. HRY is a registration issued from June to November 1951 by Leicester County Borough Council. Any further information about either car will be welcome.

