



THE GLOBE

VOL 41

NO 4

OCTOBER 2015



Showing their age – and why not?

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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)

Are you changing address in the near future? Please tell us! Email, write, or phone between 6 and 9pm, to Bob Hobbs, membership secretary.

The Club Accounts and notes from the AGM were published in the April Globe. Members wishing to have a copy of the full Minutes of the meeting should contact the Editor.

The views expressed in The Globe are those of the writers and not necessarily those of the editor, nor those of the Triumph Razoredge Owners Club Ltd. Whilst every effort is made to ensure the accuracy of technical advice and information, such advice is heeded entirely at the member's own risk and neither the Club nor any individual shall be in any way liable for injury, loss or damage resulting directly or indirectly from reliance on such advice or information. Artwork reproduced by permission of British Motor Industry Heritage Trust. "THE GLOBE" is the official newsletter of TROC LTD.

EDITORIAL

Dear TROC Members,

For the seventy-fifth anniversary of the Battle of Britain, we present a special feature from the South Kent coast, with a transport museum visit, a favourite road, good pub recommendations, and thumbnail visits to two local club members, as well as the source of our notable back cover picture recognising the 75th anniversary of the Battle of Britain in a conjunction of Triumph, Spitfire, and the famous white cliffs. Following from that article, there's a little challenge for you on page 78 which I hope, sooner or later, all members will take up.

In the August edition we shared a short article on the National Motor Museum at Beaulieu, and its founder Lord Montagu. Sadly, on page 85 we have an obituary, for he passed away on August 31st. Amongst many other notable achievements, he was President of the Federation of British Historic Vehicle Clubs, of which TROC is a member.

We have two further follow-ons from the Beaulieu article, which mentioned their collection of world land speed record cars, from member David Wickens, who found his Razoredge exhibited in a car show just two vehicles along from Bloodhound SCC and the newest team attempting the land speed record, in Camberley, Surrey. Also there is news of a much earlier record-breaking car from the days when the record was a mere 152mph, held by Sir Henry Seagrave, 90 years ago next year.

There are also some interesting and attractive possible Christmas gifts. Try leaving the magazine lying open at the right page – someone might take the hint!

Finally – will you be my Friend? Many people these days have Facebook or Twitter pages. If car-related activities ever appear on yours (or a family member's), please will you consider Friending me? That way I can source Razoredge-related material from the reports on offer. I will always contact the member concerned before consigning anything to print in the Globe. Searching in Facebook for the words **Roger Stone** and **Razoredge** should find me. On Twitter, try #Razoredge and apparently everything links up. I'm not exactly sure how these things work!

Editor

Our cover pictures for this issue:

Front – Two well-patinated cars enjoying the autumn sunshine in South Kent; see page 76.

TOOL KIT SUPPLIED WITH THE RENOWN

by Dick Mower

Way back in 1995 I made some sketches of the tools that were supplied as original equipment with my Renown. I thought that any members who have an incomplete set might like to know how a full set looked. I hope that the photographs opposite will illustrate this.

The AF spanners are all plain with no markings. Open-ended types are

- ½ " and 9/16"
- 11/16" and 7/16"
- ¾ " and 5/8"

There are also two box spanners

- 11/16" and 13/16"
- ½ " and 9/16"

As well as the spanners detailed above, the following were supplied and I have included the original ST part numbers.

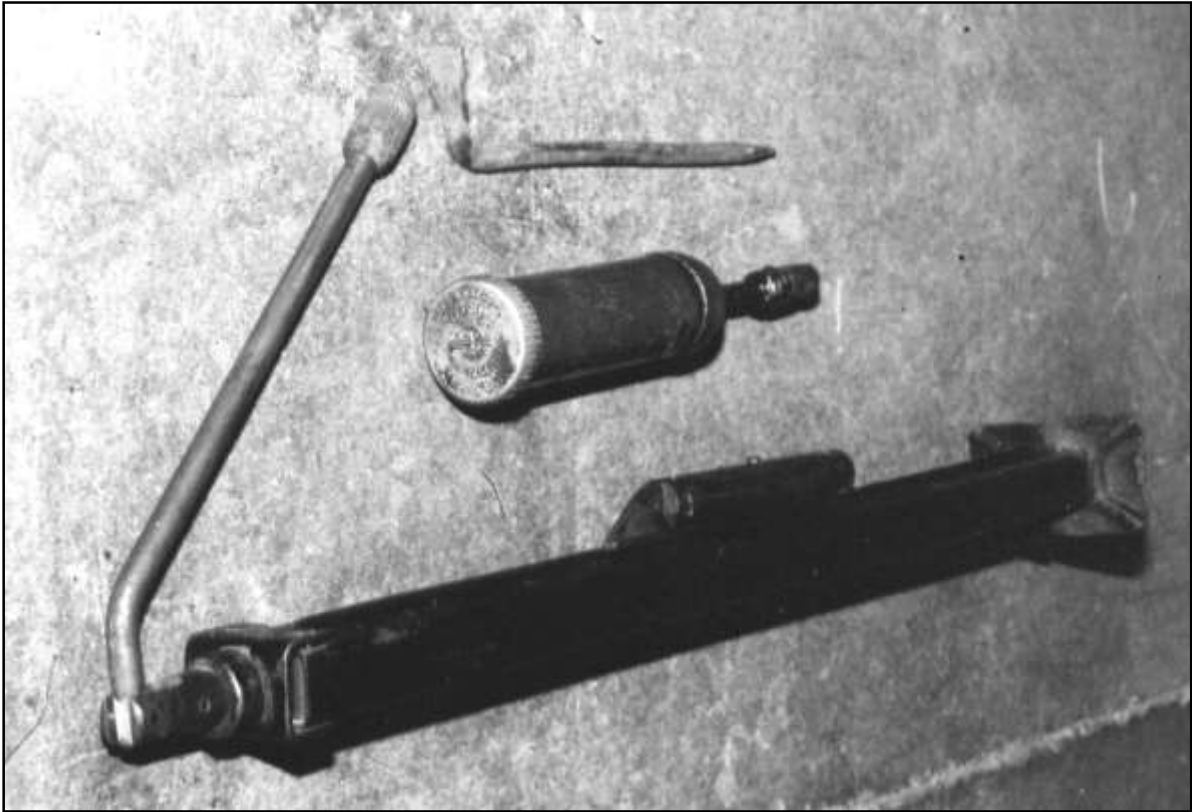
Adjustable spanner	9472
Combination tool. Used as a screwdriver, tommy bar and nave plate remover	59427
Contact breaker (gauge and screwdriver)	52125
Feeler gauges (one set)	60126
Grease gun	54111
Jack	200115
Oil can	55033
Slip joint grips	101308
Sparking plug spanner, .69" and .82" A/F	101089
Starting handle	200259
Tool bag	55511
Tube spanner, .50" and .56" A/F	59424
Tyre levers (2)	52322
Tyre pump	30205
Tyre valve tool	52203
Wheel nut spanner	59428

I had to make a tool bag as the original one had not survived. Mine is made from a fabric type material.

Dick Mower



Dick and Sheila Mower's splendid TDB 4197 glints in the spring sunshine. Dick and Sheila have been members of the Club for many years, and used to regularly attend the summer rally. They are less active these days because of accumulating years, but we trust they still have the chance to enjoy the car from time to time. We also thank Dick for this thoughtful and detailed article, which first appeared in the Globe some years ago; our thanks also to Colin Copcutt for tracing the article.



Grease gun by Tecaletmit part no. 621173



WHAT'S ON IN 2015: RECENT AND FORTHCOMING EVENTS

A list of suggested events which might be of interest to help you plan your motoring activities.

If you know of a good event in your area, please recommend it. Emails to the Editor.

If you are out in your car – please send us some pictures!
(It doesn't have to be special. It's always good to share Razoredges out and about.)

- | | |
|---|---|
| Sunday, 1st November | The London to Brighton Veteran Car Run leaves Hyde Park starting from 7am and 500 pre-1905 vehicles will follow the A23 (mostly) to Madeira Drive on the seafront at Brighton. This is the 109 th anniversary of the original run, although it did not become an annual event until 1927... still, it is the oldest car rally in the world, so who's quibbling? Take your Razoredge along, park at the side of the route somewhere, and give them a cheer as they chug by. And send us some photos! |
| 7th – 8th November | Footman James Classic Vehicle Restoration Show at the Royal Bath and West Showground; includes an auction – always fun to witness, but leave your credit card at home. |
| 13th – 15th November | Lancaster Insurance Classic Motor Show at the NEC, Birmingham. A far bigger affair than the one above – if that's to your liking. 1,800 classics from all over the world; 600 trade stands, and about 250 clubs represented. |
| 16th – 21st November | The Beaujolais Run , a mystery challenge for classics and more modern supercars with drivers who like to splash the cash. The exact itinerary is not disclosed until the champagne reception on the first night of the run. The run was originated by Clement Freud and Joseph Berkman, wine lovers and incidentally wine correspondents for rival newspapers. It began as an informal challenge between the two of them, bringing the first bottles of the new vintage back to London; others caught on, and the record time is not likely to be beaten – having been set by an RAF officer in a Harrier jump-jet. The run now begins in the UK and ends in Burgundy, and it's all about fundraising for the Henry Surtees air ambulance charity and having a great time. |
| Sunday 22nd November | Huddersfield Autojumble , in the Old Market Building, Brook Street, Huddersfield, HD1 1RG. You can't miss it; it's right next to Tesco's. |
| Sunday 29th November | Malvern Drive-In Classic Autojumble , 3 Counties Showground, Malvern. A large-scale spares resource with additional stands and suppliers offering their services. |
| 5th – 8th December | Land's End to John O'Groats: LE JOG 2015 . Don't try THIS one in a Renown. There's a short video on the HERO website which will show you what it's all about, at http://www.heroevents.eu/Events/LeJog/2015/ . |
| Sunday 13th March 2016 | TROC Club AGM at the Coventry Motor Museum . Details will follow. |

If you are at an event, or otherwise out and about with your car, DO please send us a photo or two and a brief account. Including overseas members!

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!



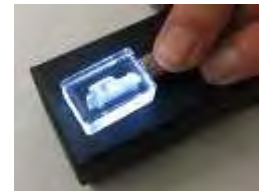
All items are available while stocks last from Chris Hewitt, club Chairman. Prices exclude postage and packing. Find Chris's details inside the front cover of the Globe.

The club 'Globe' badge, suitable for mounting behind the front bumper or on a badge-bar; £27. It is sturdily made and has good-quality enamel.



Our **lapel badge**, showing the Globe image surmounted by a Triumph steering-wheel, and the words 'Triumph Razoredge Owners' Club' in gold around the edge. £2.50p.

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. £6.75p.



The light is easily strong enough to illuminate a keyhole.

We also have a number of good-quality ballpoint pens, not illustrated, which carry the Club insignia and name. These are priced at only 40p, so you could treat yourself to a half-dozen for very little outlay.

A SOUTH KENT ODYSSEY: OF SPITFIRES AND TRIUMPHS

We found ourselves, in the weeks following the Battle of Britain commemoration events, thinking about Britain's historical heritage, local Kentish history, and the delights of motoring around the Garden of England in a Razoredge. It seemed like a good idea to roll all these ideas into one; and here are the results.

We began by rumbling gently down to **Dover Transport Museum**. This is a most unprepossessing place; a converted light industrial building on the fringe of a concrete-road industrial and trade site on the outskirts of Dover, itself now a very seedy and down-at-heel town. In such unpromising places are absolute gems found!



The huge propeller (6.4 metres from tip to tip) seen behind the car is from one of the SRN-4 Hovercraft which used to operate a ferry service across the Channel. Four such propellers, driven by four 3,400hp Rolls-Royce turbo-prop engines, rammed the hovercraft noisily through the clouds of spray which flew up over the bulbous rubber skirt. They provided a rather unreliable and very

uncomfortable crossing; their only redeeming feature being speed. They ran for 32 years, from 1968 to 2000, ceasing to be profitable after the duty-free concessions were ended.

The huge prop makes the point, however, that this is genuinely a museum of transport, not just about cars; and Dover is uniquely placed to be connected with nearly every form of transport. The first commercial air station in Britain was here in 1910, close to where Bleriot landed after the 1909 first Channel crossing. The first woman to fly solo across the Channel, leaving from Whitfield aero club, was an American writer and pioneer pilot, Harriet Quimby, on April 16th 1912, flying a Bleriot XI. Sadly her achievement was almost unreported. The day before, RMS *Titanic* had made an unfortunate rendezvous with an iceberg in the North Atlantic, and the world's press was thus preoccupied. Harriet died just three months later, flying a Bleriot in the USA; at 1,500 feet, the aircraft pitched suddenly forward, for reasons still unknown, and she and her passenger William Willard (father of the aviator Charles Willard) fell out, to their deaths. It is



interesting to realise just what early days these were: a newspaper report of her first flights in the US found it necessary to refer to her achievement under the headline "Woman in trousers learns to fly."

The museum has a fine collection of well-presented press cuttings and reports on the aerial activities from these days up to the first World War, when a roller-skating rink on the seafront was requisitioned as a hangar, and seaplanes stationed there were carried bodily across the road to be launched from the inner harbour. These, and airships stationed on the clifftop landing-point at Capel-le-Ferne, were used to spot submarines preying on shipping in the Channel. Today the Battle of Britain Memorial commands the same vantage-point.

Other items of interest in the museum include an extensive model railway layout, which visitors can operate, and many other collections of high-quality models of police and services vehicles, and especially ships from the Dover sea trade in different eras.

This is the Lord Warden, the first purpose-built drive-on car ferry. Launched in December 1951 and entering service in June 1952, she could carry 120 cars and one lorry or bus. Although cars could drive directly off in France, the terminal quay in Dover was not completed until June 1953; so for the first year cars were still lifted on and off by crane. Since she had no bow doors, there was a turntable at the front end of the car deck, and cars were turned one by one so they could drive back down the ship and exit through the stern ramp.



Enough! I hear you cry. This is a car magazine; let us get back on the road! Where are the Triumphs?



Surprisingly, here are two. The left-hand, more capacious model is built by TWN in Germany. TWN stands for Triumph Werke Nürnberg. Triumph began making motorcycles in 1903, in Coventry and in Nürnberg. In 1929 the two companies split. In the 1950s TWN began making motor-scooters, which were all the rage in those days; and this is a 1956 Contessa, which had four gears, an electric starter, and was claimed to be able to reach 61mph – a scary thought, given that crash helmets were not compulsory then.

The little red one is by the British branch of Triumph – a Tina, a low-powered 100cc two-stroke with an early form of automatic transmission, from 1962. It was aimed at the ladies, as a local shopper, and advertising focused on how easy it was to operate. Despite this, it only ever sold in small numbers; possibly the reason for this was the automatic transmission, which worked by a centrifugally-operated clutch. Great care had to be taken when starting it, not to over-rev, otherwise it would throw itself forward. Not a good thing if you've just put the shopping aboard.

Here is another Triumph, and one to make you tremble with desire. It is a 1932 Super 7. Made from 1927 to 1934, as Triumph's answer to the Austin 7, it was the first Triumph to come out in large numbers. It has an 832cc side-valve engine, and came in several configurations – this one, like the later Roadsters, is a two-seater with a dicky seat behind. They sold for £140 or so, up to £190 for the coachbuilt four-door, four-seat saloon. I'd buy one.

Notice the very authentic garage setting.



Next door to that is an unrestored MG TA: the very first of the great line of MG two-seater sports cars. 3,000 were made between 1936 and 1939. After the war these were succeeded by the first MGBs.

Pierce Arrow, better-known for producing huge luxury automobiles in the US, also made trucks. Below is a 1914 5-tonner which saw service in the Great War in 1917, and is one of only three



known to have survived. It was discovered in 1983 in France, having been abandoned by a travelling fair. It was brought back to the UK and restored into their own livery by Greenham Sand and Ballast Co, who had run a fleet of forty of these during the 1920s. Still in full running order, it is today maintained by Brett Quarries, a local firm, and is on long-term loan to the museum.

The museum also proudly shows a collection of police and AA motorcycles, various early commercial trucks and buses, a proper steam-roller, and some fire-engines of various dates – one of which, a turntable ladder, we were to meet again later in the day, in model form. More of that later. They also have a large collection of motor-assisted cycles,



and even more models – this time of Triumph motorcycles – see the logo on the display case?

It's the sort of place which you can look round in thirty minutes, but an hour later still be noticing things for the first time.

A large part of the charm is that it's all a little amateurish – because these are amateurs; it is entirely staffed by volunteers. There is a cafeteria which serves good tea, light lunches, and tempting home-made cake.

Outside – apart from the hovercraft propeller – there is an air-raid shelter, for this was the ‘hellfire corner’ of the second World War, with the Battle of Britain being fought overhead and German bombers who hadn’t found London dumping their bombs before returning across the Channel; but also a shunting engine, some generators and pumps, and a beautifully-reconstructed engineering workshop-cum-junk-store which could be from any time between 1935 and 1960. And before you complain about there being no connection with the proper business of this magazine, look at the maker’s name on the lathe at the back.



bombers who hadn’t found London dumping their bombs before returning across the Channel; but also a shunting engine, some generators and pumps, and a beautifully-reconstructed engineering workshop-cum-junk-store which could be from any time between 1935 and 1960. And before you complain about there being no connection with the proper business of this magazine, look at the maker’s name on the lathe at the back.

So, finally, to the cars. They have a nice Humber, this smart little baby Austin 7 Opal from 1936, and its younger cousin 1937 Austin 10, the first ‘Cambridge.’



The pride of the car collection, however, is this magnificent and rare 1939 Delage D6 Routier, a 3-litre luxury saloon with an extra fuel tank – one never knew how long it would be before one might find a reputable-looking garage. Capable of 85 miles an hour, this car

spent most of its life in Switzerland, and would have looked in its element touring the great capitals of pre-war Europe – Vienna, Paris, Berlin.

There are others, but to list them would just be – a list. The beauty of this museum is not simply the catalogue of what’s there, but the simple reality of it all, which speaks to you; transports of the imagination.



Leaving the museum, we cross the A2 at the Whitfield roundabout and proceed down a steady decline into the Alkham Valley. The south-east would have been the first area to be re-colonised after the last ice-age ended, and the series of gentle valleys just inland from the coast, with rounded chalk hills and



fertile dips between, have probably remained in cultivation since that time; farmsteads and small villages dot the countryside between wide fields and pockets of woodland. Certainly, the roads follow lines which have been prehistoric track-ways, Roman roads, Saxon hollow-ways and medieval cart-tracks. It is easy to imagine that you are following the same bends and turns which our common ancestors traced, all down through the centuries, at their different paces. The Alkham Valley road is one such, looping gently back and forth along the valley side, and I commend it to visitors.

Whilst we are making recommendations, I'll suggest somewhere fairly nearby for lunch, too: the Duck, at Pett Bottom. (The young Ian Fleming spent part of his childhood here from the age of nine, in the care of an aunt, after his father was killed in the first World War.) It nestles in another winding chalk valley, south of Canterbury. Nowadays it is an excellent country pub and restaurant with a long-standing reputation for excellent local beers and ciders, and an outstanding menu; well off the beaten track, but well worth finding. A sat-nav setting of CT4 5PB will lead you there.

Our reason for travelling the Alkham Valley was that we were on our way to visit two Club members who had agreed to share their cars and their experience of life with a Razoredge. The first was Michael Ashlee, who lives in a quiet village a little south of Ashford; he has been a TROC member for a little over a year, having bought JCY 475, TDB 6313 DL, from a wedding hire operator. Because of its history, the car is pretty well immaculate inside and out, but has mechanical issues that need to be addressed – which is the way Michael prefers it; he is happier working with engineering and

mechanical tasks. We found the car stored in a purpose-built canvas garage, and looking very splendid in two-tone maroon and cherry red, the dominant colour similar to Alan Walton's TDB.



This car is a runner, and in regular use; but Michael has at least two other claims on his attention. In a double garage alongside the Renown, we were treated to a glimpse of two other equally well-restored and maintained gems: a pre-war Morris, and an Austin Somerset. Both are in the sort of condition that



reveals the hand of the perfectionist, and one can only admire the quality of work and loving care that goes into maintaining and enjoying these superb cars. Next? Well, outside under a sheet is a Rover,

but Michael fears it may be too far gone. However, looking at what has been done with these three, I wouldn't be at all surprised to receive a call to return in a year or two, to see the fourth major British maker added to Morris, Austin and Triumph.



From Michael Ashlee's we made our way down onto the flatness of the Romney Marsh, en route to our other TROC member. Along the way – quite unexpectedly – we passed the lovely old Riley seen on the front cover of this month's Globe, and stopped briefly for what they now call 'a photo-opportunity.' I have no idea whose car it was, but I thank him – or her – for a serendipitous moment.

I had wanted to use this series to draw in some of our non-running cars, in their various stages of progress – or not, as the case may be – because these hardly ever get a look-in in the pages of the Globe; yet these cars are just as important for the preservation of the marque. My first attempt, however, was less than hopeful. I called the phone number of a recent TROC member who lives not too far from us, explained the purpose of the article, and asked if it would be possible to visit and collect a photo or two. I didn't mind whatever the state of the car, I said; we know that they range from immaculate to barely recognisable, and no-one would think shame to see a restoration project that had stalled, or the many cars we know are waiting for "one day" to come along.

However, I wasn't ready for the sad tale I then heard. The speaker – who shall remain nameless – wasn't able to help. He explained that he'd bought the car in 1973, but found the clutch was sticking; so he'd parked it up until he could get round to doing what was needed. He had to move it from one storage to another over the years, and most recently to a farmer's land behind a barn. A year or so ago the farmer had asked him to remove it, but he had nowhere else to put it, and now he didn't want to visit the car in case this reminded the farmer about its being there. It had been under a tarpaulin, but he thought this might have blown away in a storm.

Now, readers will know that I'm really not good at getting round to things that need doing; witness this edition of the Globe, which I'm still typing now, days after it should have been landing on your doormat, for which I apologise - again. However, in this forty-two year procrastination over fixing a sticking clutch, resulting in Heaven knows what condition of the poor car – assuming it still exists at all – I think we've met the world champion. The car has been waiting for attention for longer than the entire history of our Club.

Thus we arrived in New Romney and located the pleasant retirement bungalow of Cecil Aspey, his lovely wife, and Kojak the basset-hound. Cecil's car, JWP 517, TDB 3655 DL, is recorded in our club list as a non-runner, but that really doesn't do it justice. We found it tucked at the back of Cecil's long garage, behind his modern car, in complete running order. He starts it up from time to time, and did so for us; there was a rattle from the exhaust, temporarily held on by wire until Cecil fits the replacement exhaust hangers which he has partly made himself. A watchmaker by trade



before retirement, he delights in getting things exactly just so, and has also managed to repair the original electric clock in the car. There are not many of those still running with their original works! He has also fitted enhanced dashboard instruments, and has the original heater still working.



He has an extensive stock of original Triumph spares. Above the garage door are two brand-new fifty year-old silencer boxes, and on a rack at one side of the garage were rows of small spares boxes, similar to those stored in the Club's new facility with Bob Hobbs. This was necessary in the early days, because his ownership of this car pre-dates the existence of TROC by fifteen years.



He showed me the original purchase docket for the car, exchanged for a six-year-old Ford Thames van in 1960, and valued at £195. There was also an MoT inspection fail notice – cost 14 shillings – and the successful re-test certificate, for a further 7 shillings. (They must think we're made of money.) These have historical value, because 1960 was the first year of MoT testing. The Renown didn't actually have to be tested by law, because it was less than ten years of age – the requirement when the test was first introduced. The failure rate of the ten-year-old cars presented was so high that the age was reduced to 7 years in 1961, and then 3 years in 1967.

Although Cecil couldn't match Michael Ashlee's Morris and Austin, he did also have a lovely compact Norton twin motorcycle from 1963, visible behind him in the photograph opposite; and the rear-view mirror at bottom right belongs to a small Honda, whilst over on the left of the garage is a much more substantial BMW bike. All cherished vehicles, but now past their active days.

The Renown is promised to his daughter in the due course of time, however, and her partner is skilled in maintenance and does all his own car servicing at the moment, so there is every reason to hope this car's continuing existence is assured for many years to come.

I mentioned, back at the Dover museum, that we were to meet another fire engine turntable ladder. Here it is. If you have ever wondered what a watchmaker might get up to in his spare time – apart from maintaining a Razoredge and three motorcycles, obviously – here’s the answer.



We are very grateful to Michael Ashlee and Cecil Aspey for sharing their cars and other interests with us.

Returning homeward past Folkestone towards Dover, we noticed two unusual aircraft repeatedly circling the area, and detoured up to the top of the famous white cliffs for a better look. This led to the picture on the back cover of this month’s Globe. I have to admit, though, that I had to cheat. The planes were there; the cliffs are there, the car was there; but try as I might I couldn’t capture them lined up together in one shot. All the photographs were taken within a couple of minutes of each other, so it’s not really a deception, is it? In Photoshop, the close pass of the planes has been pasted in over the two tiny dots which were all that could be seen of them in the cliffs picture. The car bonnet has been flipped round and inserted at the bottom. (If you look carefully, the sun shining on the signpost and fence is coming from the opposite direction to the sun shining across the car.) There; I’ve owned up. It would have been a great picture though!

I am hoping that this article will start a trend. If you live in a county, why not wrap up a little bundle of similar goodies – somewhere worth a visit, preferably with classic car connections; your favourite piece of road, with a comment about why; a recommendation for a pub or restaurant, and a picture of yourself with car, and a couple of pictures of other members nearby, with their Razoredges and a description of where they are in the “I’ll get round to it one day” game that we all play. I’m hoping this will include some of our non-runner cars, still works in progress, which don’t otherwise get much of a chance to appear in the pages of the Globe. If you don’t know of other members in your area, give me a call or an email, and I can contact some and see if they are willing to be contacted and to participate. *I shan’t release anyone’s details without contacting them first and making sure it’s OK to do so.* If you don’t live in a UK county, the same applies but you have your whole-country range open to you. This doesn’t have to be a rush job; collect some ideas and photos, and when you have an interesting collection of bits and pieces, pop them in the post or send an email. The postal address and the email details are on the inside front cover. I’m happy to combine any collection of parts into an article. Next edition: New Zealand!

TDC FOUND IN LIMOGES

We have pictures and information from a Mr William Tucker, Deputy Purchasing Project Manager for Renault/Nissan in France, who made enquiry from us after a colleague of his inherited a Renown from an uncle.

The story in the family was that this was a “very rare Renown limousine,” which had been used by the Queen, and was one of only seven produced. It was immediately evident that this back-story was a little garbled, for the Queen has never owned or used a Renown to the best of our knowledge. I do have a photograph showing the Queen and the Queen Mother in the same photograph as a Razoredge, but that, I suspect, is as close as it gets. And if this was a Limousine, it is one of 154, not one of 7. However, we are always interested to trace what details we can of any Razoredge, so I asked if there were any photographs available, and described where to look for the commission plate, which would tell us much more. Mr Tucker was able to oblige.



The commission plate identifies the car as TDC 2404, not a limousine.



Most of the interior including the seats and floorboards are missing, and parts of the engine. The headlamps, sidelights, and both bumpers are gone. It appears that someone has started to strip the car out in preparation for restoration, and then the project has come to a halt. One might expect that in a garage or store-room somewhere there will be found boxes containing these items, but no-one will know what to do with them. Mr Tucker's colleague intends to dispose of the car in as useful a way as possible; if anyone is interested, I can supply an email address. The car is currently in Limoges, France.

CAMBERLEY CAR SHOW

The Camberley News and Mail on 27th August carried a generous two-page spread of photographs from their local car show, showing TROC's David Wickham and his Razoredge right alongside the headline "FAMOUS WHEELS DRAW BIG CROWD."



We fear they didn't actually mean David's car – although that has appeared in East Enders – but some of the other cars present, notably a Tyrrel six-wheel Formula One car, Chris Evans' Chitty Chitty Bang Bang, and the Bloodhound supersonic land speed record attempt car.



This 'car' is attempting to raise the land speed record to 1,000 mph. It's worth trying to put that into context: our cars can accelerate from 0-60 in about 25 seconds. This accelerates from 0-600 in the same time. From 1,000mph top speed, when the wheels will be spinning at 10,200rpm, they will need 5.4 miles of track just to slow down again. 1000 miles per hour is a mile every 3.6 seconds.

The car is the construction of Richard Noble and RAF pilot Andy Green, who between them have held the land speed record since 1983. It has a Rolls Royce turbofan jet engine (developed for the Eurofighter) which will take the car up to 300mph, when a Nammo hybrid rocket will take over. There's also a turbocharged Jaguar V8 just to drive the oxidiser pump for the rocket. In the last Globe we showed the Sunbeam record-breaker which claimed 1000-hp, and mentioned that the Bugatti Veyron has a genuine 1,000 hp; but the Bloodhound has 48,000hp from the two engines. They hope to be able to commence test-runs in early 2016.

David says he was just two cars along from this eye-watering monster. And as always, there were plenty of other great cars!



The show was raising money in aid of the South West Thames Kidney Fund, for research into kidney disease. The lower three pictures are by Les Crowe, courtesy of the Camberley Show website; the picture of David and TDB 6479 DL is from the Camberley News and Mail; and the Bloodhound is from the Bloodhound website.

PRACTICAL CLASSICS OFFER: NEED SOME SKILLS, JOHN?

Practical Classics magazine is currently advertising special rates on their online courses. This might be of interest to some members. Visit the Practical Classics website for details.

Skill Shack with Practical Classics is THE place for the car DIY enthusiast – the ultimate gateway to finding knowledge on restoring, maintaining and enjoying your classic car. Each course consists of five video classes, plus downloadable bonus material, providing the step-by-step guidance you need to get the job done properly.



WATCH ON ANY DEVICE

USE COUPON CODE SAVE25

FOR A LIMITED TIME, SAVE 25% ON ANY OF OUR COURSES

MGB SERVICE GUIDE



[SEE COURSE DETAILS >>](#)

THE BASICS OF MIG WELDING



[SEE COURSE DETAILS >>](#)

SIMPLE BODY REPAIRS



[SEE COURSE DETAILS >>](#)

BASIC ENGINE MAINTENANCE



[SEE COURSE DETAILS >>](#)

ITEMS FOR SALE AND WANTED; OFFERS OF SERVICE

Advertisers are asked to keep an eye on their advertisements in subsequent issues of the Globe, and to inform the editor when items are no longer for sale, or no longer sought.

Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.

TROC offers no guarantee of the bona fides of any advertiser. Members transacting business with any member or non-member do so entirely at their own risk and are recommended to take all normal precautions when doing so. You are strongly recommended to ascertain the suitability of such parts or cars to your requirements.

FOR SALE: TD 1800, 'Marmaduke' – a treasured family member for 40 years. Age (mine, not his) causes sale. Also included – a complete set of 'Globe' newsletters. The car has been in regular use, and has been re-upholstered, re-chromed, and properly maintained; complete history. Located in Knutsford, Cheshire. £4,000 – contact D Naylor on 01565 634 516.

WANTED FOR TDC 2 Pistons for the front brake cylinders as shown in the workshop manual Section R Figure 3 Item C. Please contact Tony Adlard 01544 231627 or email janda4142@gmail.com

WANTED – the following parts for 1954 TDC: aluminium curved internal wheel arch trims x2; aluminium internal trims to floor of door openings – two large shaped ones to front, two shorter ones to rear; metal trim to front door pillar (carries front door striker plate/catch) x2; curved metal door retainers x2 front, x2 rear. Dashboard knob S & H. Bonnet hinges, boot panel hinge. TDC jack and toolkit. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE: TDB 2093 DL, MAR 521, first registered 15th September 1951. Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14th 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Telephone 01525 712 947, J E Washington.



FOR SALE: One wheel (no tyre) DRO 4½" Jx 16" SR; 1 wheel (no tyre) 4"x16". Both have just been powder-coated silver. 2x inner front wings for TDB. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE – set of four wheels for TDB/TDC, reasonable condition, no tyres or tubes, £40 the set; contact Roger Hattson on 01202 922 140. Current location Bournemouth.

FOR SALE – TDC 1080 DL I currently have a 1952 Triumph Renown for sale. It is not MOT but has been off the road for a couple of years due to time scale. It was a runner when last used. There is some body work required ie rust on bumpers. It would make a good project for someone who would like to give this car some TLC. Details are as follows: colour black, Chassis Number TDC 1080DL, registration MYX 405, Engine Number TDC1274E. Open to realistic offers only. Contact tel: 01270 668 834, email:

FOR SALE TDB 2024 registered NUM 629. No MoT, some work required on bodywork. Good running engine and £400-worth of spares and workshop manual will be included in this reluctant sale. More details from David Jones on 07833 059 154.

FOR SALE, TD spares, steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

FOR SALE - The club now has in stock a restored rolling chassis for a TD 1800 Saloon complete with back axle and front suspension, in excellent condition. All enquiries to Chris Hewitt 01483 282140. Also many other parts available.

FOR SALE New dashboards including glove box lids. TDB/C models only. Finished to a high standard and ready for you to apply a veneer of your choice. Also centre instrument panels for these models are available separately. Plus pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833.

FOR SALE, Rear jacking points for TD and TDA models, £65; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary repairs, £65. Postage extra. Keith Gulliford, Tel: 02380 734 832.

FOR SALE: 1953 Triumph Renown, mechanically sound, owned for 25 years and in regular use. Longest trip was to Scotland in 2002, reported in the Globe. Reluctant sale, £5,000. Contact Michael Capps, Wisbech in Cambridgeshire, on 01945 464 892. If no reply – please try again later.

SPARES FROM TROC FOR THE 1800 ENGINE

Bob Hobbs has in stock hoses for the 1800 engine as follows; -

- | | | |
|---|--------|-----------|
| • Top hose | £14.75 | P&P extra |
| • Bottom with heater outlet that can be blanked off | £13.75 | P&P extra |
| • By pass hose | £ 8.00 | P&P extra |
| • also, head gaskets. | | |

NOW AVAILABLE FROM TROC

Workshop manuals for the 1800, reproduced from an original copy and bound in a flat-opening plastic pocket page ring binder. Available from Tom Robinson at £47.50 plus P&P.

WANTED FOR RECONDITIONING

Bell-crank lever and bracket assembly for the Renown

The Club is short of suitable old units for reconditioning. If you have one on your shelf or from a car you are breaking, please contact Chris Hewitt straight away. Similarly with steering idlers and rear brake cylinders for the 1800 model for reconditioning.

Also needed:

Clutch covers	Temperature gauges	Outer door and boot handles
Clutch centre plates	Carburettors	Water pumps

- all in any condition; contact Bob Hobbs.

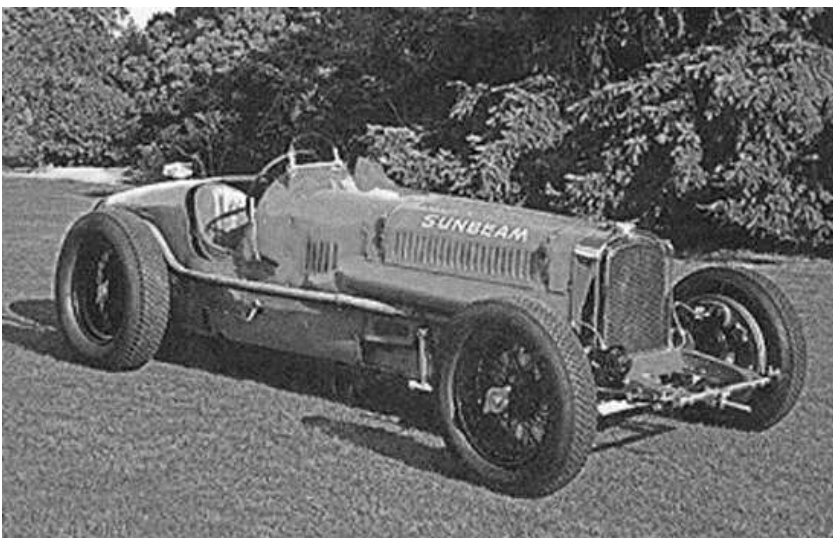
IMPORTANT NOTE: Please be very cautious when fitting any non-standard item to your car, unless you take full responsibility for what you're doing, and you have the necessary level of skill and expertise to be sure that work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. The accounts given in any GLOBE article are only the experiences of the Member, and are no substitute for a manual; we are sharing members' ideas and experiences, not offering guidance on what might or might not need doing on your car.

LONDON TO BRIGHTON RUN SUCCESSFUL

This picture has almost certainly nothing to do with the London to Brighton run, but it might be Marine Parade, Brighton, where the rally traditionally finishes. The date – going by the costumes and the cars – must be later than 1905, the date of the first rally, but before 1927 when the second run took place. Any further observations or comments will be welcome! Are the two cars Model Ts?



SEAGRAVE'S RECORD-BREAKING CAR TO RETURN TO SOUTHPORT



Plans are in the making to return Sir Henry Seagrave's Sunbeam Tiger 'Ladybird' to Southport beach in time for the 90th anniversary of the land speed record-breaking run.

It is hoped that the single-seater 4.0-litre Sunbeam Tiger, that Seagrave used to achieve the world record in March 1926 of 152.33mph, will be one of the cars among a number of historic motor vehicles taking part in celebrations scheduled for March 2016.

LORD MONTAGU OF BEALIEU (1926-2015): IN MEMORIAM

The Beaulieu museum was the first significant car collection to open to the public, and Lord Montagu remained president of the Federation of British Historic Vehicle Clubs – of which TROC is a member – and played an active part in motoring events, until shortly before his death on August 31st this year.

His father, the second Baron Montagu, (1866-1929), was a notable early pioneer of motoring. When



Montagu decided to open the stately home to the public in 1952, some of his father's historic cars were exhibited in front of the house. They aroused such interest that a separate permanent exhibition was constructed, and soon became the stronger attraction; Longleat had its lions, and Beaulieu had the cars. The Montagu Motor Museum was opened by Lord Mountbatten; and then in 1972, in new purpose-built halls, reopened by the Duke of Kent as the National Motor Museum. Today it remains country's most-visited car-related permanent attraction.

Lord Montagu was a significant historical figure in other ways. He inherited his title at the age of two, but despite his long life, still only manages to be the third longest to hold a British peerage – the two others being George, 7th Marquess Townshend (1916-2010, Chairman of Anglia Television from 1958 to 1986), and Charles St Clair, 13th Lord Sinclair (1768-1863).

His other impact upon history, however, derives from his arrest in 1954 with two other men, his cousin Michael Pitt-Rivers and the journalist Peter Wildeblood, on charges of “conspiracy to commit unnatural acts” with two RAF servicemen who had turned Queen's Evidence in order to escape prosecution themselves. Wildeblood became one of the first people in Britain openly to declare his homosexuality. All three were given a prison sentence, but on leaving the court, the three were cheered, whilst the RAF men were booed. Public unease about the case led to the commissioning of the Wolfenden Report, and eventually to the legislation bringing about the decriminalisation of homosexuality in 1967. At the time of the trial Montagu



declined to make any comment about what he saw as his private life; but in his autobiography in 2000 he wrote openly and candidly about the case, admiring Wildeblood for his honesty and courage in making a public stand, and confirming his own bisexuality.

After serving eight months in jail, despite the disgrace he none the less emerged to manage the development of the museum with such success that his advice was sought by other stately home owners, and in 1984 he became the first Chairman of English Heritage. The Beaulieu Jazz Festival, which ran annually from 1956 to 1961, was another innovative event of its type, only slightly diminished by the 1960 disagreements between modern and trad jazz fans, which became known as the Battle of Beaulieu.