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# THE GLOBE

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Celebrating the 50<sup>th</sup> Anniversary of Longleat Safari Park:  
the leading car of an historic drive-through

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**PLEASE BE CONSIDERATE AND TELEPHONE BETWEEN 18:00 - 21:00 HOURS UK TIME.**

*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.*

**BRAKES, STEERING, BACK AXLE, SUSPENSION  
ELECTRICAL AND EVERYTHING ELSE**

Chris Hewitt  
Bob Hobbs

Always supply SAE when necessary. Cheques to be made payable to TROC Ltd.

**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. Triumph artwork reproduced by permission of British Motor Industry Heritage Trust. "THE GLOBE" is the official newsletter of TROC LTD.*

## EDITORIAL

**Many thanks to all members who sent me details of your Drive-It Day adventures!** On the pages inside you will find a varied selection of their outings, with the stylish lines of the Razoredge raising awareness of our cars and delighting the eye of all who behold them.

Also inside we have a visit to the Morgan factory – with more Razoredge connections than you might have imagined – and the exploits of one of our members supporting the 50<sup>th</sup> anniversary of Longleat.

**Club Triumph** tell us that they have been approached by the *Have I Got News For You* programme asking for consent for their newsletter, **Club Torque**, to be used for the headlines-with-missing-words round. CT have bravely agreed, hoping that the prime-time TV publicity will be positive – though this does put them in the same category as such widely-read journals as the *Goat Breeder's Quarterly* and *Ship in a Bottle Builders Newsletter*, suggesting perhaps that classic car owners can be seen as obsessive anorak-wearing objects of derision. Clarkson might not agree, but I'm sure the majority of the population, seeing a well-preserved classic purr by, feels nothing but warm respect and even a little envy.

**Extremely important:** this is the last issue of the GLOBE you will receive – **IF you have failed to renew your membership, or paid less than the full amount (£27 for UK members, £32 for overseas).** We also requested a response from ALL members because we need to update our database of all known cars. ***If you did not complete this, please send us your details.*** Many thanks. We really need your continuing membership, and data about our cars. Prompt renewal is a BIG help.

**Reminder: have you completed the survey?** The Federation of British Historic Vehicle Clubs is conducting a survey of as many classic car owners as they can reach, in order to have up-to-date facts and figures they can quote when lobbying the Government and the EU on our behalf. The FBHVC does have an impact, working on the boring-but-important bits and monitoring some of the stranger things officials come up with, and you'll find evidence of some of what they have achieved in this issue. We can all help by visiting the on-line survey site and spending ten minutes answering their questions. The questionnaire can be found at: <http://tinyurl.com/zy3qvq2>. If you have any problem reaching that survey site, email me ([editor@TROCltd.com](mailto:editor@TROCltd.com)) and I'll send you a link; or Google for the FBHVC website. The survey closes at the end of June.

We hope many of you are planning to make it to Hatfield House on June 26<sup>th</sup> for the **Annual Club Rally**. If so, please note carefully the arrangements on page 25-26 (including a change of hotel for those coming to the dinner).

**Finally, we have just learned of the sad death of Jennifer Langton, which is recorded on the inside back cover.**

*Editor*

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**We welcome back:**

1074 Mr K Daly, of Sheffield, S Yorks; TDC 1556 DL, NXU 718

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**Our cover pictures for this issue:**

Front – Stephen Garside's Razoredge at Longleat: celebrating the 50<sup>th</sup> anniversary of the Safari Park (page 34). Image captured from the Longleat anniversary video.

Rear – A tourer on the hill-climb to the Rest and Be Thankful Inn. To drive in Scotland is an experience to treasure. See page 31 for further details; photo from Ronnie MacDonald.

**ANNUAL RALLY 2016 AND ANNUAL DINNER - 26<sup>th</sup> June****The Rally details**

The rally will start at 11am on Sunday 26<sup>th</sup> June at the site of the old Royal Palace, Hatfield house. We will NOT be using the normal public entrance but will gain access through a gate directly opposite the Hatfield railway station (**see the diagram opposite – take this with you!**) and then enjoy a short drive round the one way system through the park to the rally area itself. This is in the park just outside the formal gardens and right in front of the main entrance to the house. Members in modern cars will be parked on the tarmac of the adjacent staff car park which adjoins the rally site. Should you wish to see more you can do this by visiting their website which is: <http://www.hatfield-house.co.uk/> .

When you get to the entrance you will need to **show the front cover of an edition of the club magazine** to get in and to take advantage of our special group rates. We will have two choices for tickets: either for the Park and West Gardens (a formal garden surrounded by a massive yew hedge) at £7 per adult and £6 children; or for the Park, West Gardens and the house itself at £13 for adults, £8 children. If you buy park and garden only and decide later that you'd like to visit the house then the 'upgrade' is at the normal public rate of £8 from the nearby public ticket office.

Near to the rally site, through a gate, are shops, toilets and a restaurant. Dogs are allowed in the park (but not the house or West Garden). We hope to see you all there on the day at this fabulous location, but in the meantime if you have any questions then please do contact me (editor) using the details inside the front cover of the magazine.

***The Hotel and Annual Dinner: CHANGES TO THE PLAN!***

No change for the rally itself, but there are for those staying the night before and the Annual Dinner.

After almost 400 years of providing rooms, food and shelter for travellers the White Horse Hotel at Hertingfordbury has fallen victim of the developers and is to be converted into a complex of flats. It will close just a few weeks before our planned booking.

However, in spite of being told that we are having to compete for hotel space with an International Frisbee competition as well as the usual flurry of June weddings, we are very pleased to announce that Tim Newing has been able to secure bedrooms and a private dining room for our event at the **Cheshunt Marriot Hotel**, nearby. We even get an exclusive bar area for those all-important pre-dinner drinks.

The hotel (postcode EN10 6NG) is just 12 miles (25 minutes drive) from Hatfield House, and the end of the car park will be sectioned off and reserved for the Triumphs so that the cars will be safe. The normal parking charge (even for members arriving in modern cars and parking in the normal spaces) will be waived. Rooms are £70 for double occupancy and £65 single, inclusive of full English breakfast. The use of the spa, Jacuzzi, gym and pool facilities are all included.

The Cheshunt Marriott are able to give us the same menu choices for the dinner and at the same price as before: £25 per head.

To book the hotel just phone 01992 451145 and then key 7638. This will take you through to Rhea or one of her colleagues and you will need to quote code **B38**. (If you had already booked the White Horse then by the time you read this, you should have heard from Tim Newing to check the details and your booking will have been transferred over. If not then let me know!)

Then please could you send **Tim Newing, Triumph Roadster Club Events**, 34 Stewkley Road, Wing, Leighton Buzzard, Beds, LU7 0NE, your choices from the menu (see April Globe); together with your cheque for the meal (made payable to The Triumph Roadster Club Ltd) so that he can collate things for the kitchen before the event. Drinks to go with the meal can be ordered from the bar on the night and payment for those made direct to the hotel. We are grateful to the Roadster club for taking on this task.

We are arranging an opportunity for member’s cars to be photographed individually in front of the House; and an electronic copy of the photograph will be emailed to you free of charge, or a framed or unframed print will be offered at cost price. If you’re not there, you can’t share. **Do mark the date in your diary! Sunday 26<sup>th</sup> June.** This is earlier than our normal July date.

**The Hatfield House entrance to use for the Rally is shown below.**

The Sat Nav setting is **AL9 5AE** and this will take you to a spot on the A1000 (Great North Road) where you’ll find, right opposite Hatfield Railway Station, an impressive statue on a huge plinth, and big wrought-iron gates. That’s where we go in; **please keep the speed right down at all times in the park.** It is also a pedestrian entrance, and there will be tourists, children and dogs roaming free.



## ITEMS FROM FHBVC

The Federation of British Historic Vehicle Clubs is the umbrella organisation which represents all the various car, motorcycle, commercial and bus/truck clubs of the UK, lobbies our cause with the Government, and scrutinises European legislation for possible problems so that we can make our case. In other words, the boring but possibly important stuff.

Here are some items they have covered in recent editions of their newsletter.

**INSURANCE VALUES AND WRITE-OFFS:** there is a new Code of Practice being drafted for use of the Insurance industry, and FHBVC is participating on our behalf. One concern is the general assumption that any vehicle which is flooded is necessarily a write-off (and therefore payout is limited to the market value of the car, or agreed value if applicable). Whilst with modern cars this is probably correct, with classics containing less electronic items it may well not be true, and restoration could be possible and should be covered. FHBVC continues to monitor this development. *Any members unsure about what they would receive if their car is written-off might like to check their insurance documentation.*

**THREAT TO COLLECTIONS OF MILITARY HISTORIC VEHICLES:** The EU is reacting to the need for greater security by considering making possession of class A weapons (like those mounted on vehicles) illegal – even if they have been permanently de-activated from use. Governments can make exceptions for ‘bodies’ – museums, presumably – but private owners, as the proposal stands, might be affected. FHBVC continues to monitor the progress of this legislation.

**ASBESTOS IN CARS:** Legislation had been drawn up at European level to make it illegal to sell any item containing asbestos. This has now been adjusted so that it is still legal to sell a classic car, even if there might be, or certainly is, asbestos contained within it. A warning that the car does or might contain asbestos should be provided from the seller to the purchaser, with details as far as known. *However, it is illegal to sell car components (parts) if they contain asbestos.* This has been the case for some time. TROC complies with this legislation, and any items like brake shoes, clutch plates or cylinder head gaskets supplied by the club are all asbestos-free. **If you are selling an engine, or other car parts – do take care.**

**IS YOUR CAR MAKE AND MODEL CORRECT AT DVLC?** If not... tough. The problem here is that some cars are recorded on the V5C document, and in the DVLC database, with the model included in the ‘Make’ field: for example, the ‘Make’ might be recorded as “Triumph 1800 Saloon”. In the bad old days when human beings dealt with forms, this was not a significant problem; but computers don’t know the meaning of ‘common sense’. If you search for cars of make ‘Triumph’ you will not find a car listed as make ‘Triumph Renown.” Now that on-line computer processing is becoming more common, and we routinely tax or SORN cars online, or need to register them, the need for this to work reliably is increasing. The source of the error might have been a previous owner filling in a form incorrectly, but FHBVC has clear proof that some errors are generated by the DVLA themselves: a newly-imported pre-war car had a correctly-completed V55 form, with Make and Model correct and separate on the form, but producing a combined make-and-model error when the first V5C document was issued to the owner.

DVLA are now telling the FHBVC that there’s nothing that can be done about this problem. Modern cars are given codes from lists supplied by the manufacturers to the DVLA; but for cars dating from before the point when this system began, they have no mechanism for correcting the error, and seem to have no intention of creating one. I have suggested to the FHBVC that they involve the Information Commissioner’s Office in this, because it is a fundamental principle of data-handling that the registered data holder has a responsibility to keep its data accurate and fit for use, and it’s simply not acceptable for the DVLA to recognise that they are in error but decline to be bothered to put it right.

**DRIVE-IT DAY AND OTHER STORIES**

The weather for the 2016 Drive-It, we must admit, was most unkind. Heavy overnight rain did not finish until nearly 8am in our corner of the country, and a bitter north-easter put temperatures well below the balmy spring sunshine we had been enjoying at intervals during the previous weeks. However, having applied for my place, paid my entry fee and received an entry pass, I supposed I should really not duck out, and therefore made my way to Discovery Park, Sandwich – the old Pfizer pharmaceuticals site – by the stated time. I found that less than half the number of classics from previous years had been equally determined, and the numbers of cars and of visitors were such that there were no queues for the refreshments outlets, even around lunchtime. During the day we had two periods of rain and two hailstorms, and the brief glimpses of sunshine between these were insufficient compensation for an icy wind, though they did provide a chance for some more cheerful photographs.



However, the mood of classic car owners and visitors alike revived the Dunkirk spirit, and we enjoyed ourselves in spite of the weather’s worst efforts. Here, your Editor’s very scruffy Razoredge lines up with some more recent Triumphs and an MG.

Also present were some fine examples of American heavy metal, a pair of Austin Metropolitans, and a very nice 1937 Austin 14/6 with built-in hydraulic jacks.



The Pontiac shown above is a 1960 Bonneville, top model of the Pontiac range. Featuring a 6-litre V8 engine; the car is 19 feet long, well over 2 tons in weight, and has fuel consumption in single figures unless you are extremely restrained in the use of the right foot.

Our Razoredge hides its spare wheel in the boot-lid, but here, a Bristol shows an imaginative alternative approach.

It still looks like a bit of a struggle to me. And where do the front-seat passenger’s feet go?





This absolutely splendid 1935 Lanchester 18hp is coach-built by Daimler, and also has the Daimler 6-cylinder Monobloc engine and free-wheel self-changing transmission. If a tidy engine bay is important to you, you'll find it hard to beat this one.



Also at the show was the magnificent 1933 Humber on the facing page. I was so intrigued by the contrast between the headline of the newspaper that the lady in the back seat was reading, and the general opulence of the car, I asked her permission for a photograph – which she graciously granted.

If this is an example of the super-rich after they've suffered a slump in fortunes, then let us join them, and enjoy every minute of it.

What else is a classic car for?







MEANWHILE, ELSEWHERE ON DRIVE-IT-DAY...

Graham Sinagola had an eventful trip to Marton in Cheshire, in very fine company as seen here.



He writes: "I set off from a café/bistro in Marton, Cheshire on a winding route through the Cheshire country side with other members of the Manchester Historic Vehicle Club. Our destination: Biddulph Gardens a National Trust property in Staffordshire. The day started fine but rain began as I pulled into the car park of a Rangers hut in the Macclesfield forest.

It was only a short stop but the Renown failed to start again despite many turns of the starter motor. Fuel filter, jets and points were checked but to no avail. The RAC was then called but with a two hour wait in prospect I gave the starter button another press and lo and behold the engine burst into life. I eventually made it to

Staffordshire with a couple more stop starts along the way, but the rain was so heavy when I arrived that the visit was cut short and the gardens given a miss.

Safely back home, with Renown in the dry garage, the fault was soon traced to a couple of loose spark plug leads where they enter the distributor cap. Which goes to show that in the pouring rain the most obvious things can easily be overlooked! - Graham.



**Greetings from Scotland!**

Some photos of our local Rotary car run (tenth anniversary) from Stirling to the Rest and Be Thankful in Argyle. 80 plus cars took part; most of the cars did the Rest hill climb. Kind regards – Ronnie Macdonald.

Ronnie took the photo of a tourer making its way up the final stages of the climb, on our back cover.





### ANOTHER OUTING

On Sunday morning 17<sup>th</sup> April, at a well known transport café "Jacks Hill" near Towcester Northants, on the A5 Watling street there was a meeting of vintage and veteran lorries along with a few classic cars and many motorbikes. This has now become an annual event at the café and enthusiasts come from many areas around the midlands including locals from Northamptonshire. The Vauxhall Victor 1959 came from only 2 miles up the road and attracted as much attention as the Lorries.

It's owned by our club member Paul Howard.

The sleek, American-influenced lines of the Victor typify the streamlined style of the 1950s, which made our stately Razoredge look quite so out-of-date. Although our cars are appreciated for their style and looks now, to the eyes of 1950s and 60s car-buyers they were labelled, with justification, "square" – the ultimate insult in a brave new world embracing the post-war future. This Victor, however, is very similar in looks to the Standard

Sportsman, which at one time was to have been our successor as the Triumph Renown TDD.

The impressive truck in the background of Paul's picture is the AEC Mammoth Major tanker. I remember as a lad being greatly impressed by the two sets of steering front wheels; goodness, this meant it had *twelve wheels!* Incredible. This particular tanker, JET 855, appears to have a personalised number plate, but it's not; the plate is contemporary, and was issued by Rotherham CBC in 1953. The JET Petroleum Company was the European sales arm of the Texan oil giant Phillips 66 (named for the highway, and because their test car travelling at 66mph was impressively fast.) This particular truck has since been made into a model (see below, complete with the number plate) so the lucky owner can go one better than those of us who just have a model car of the correct maker and marque.

#### AEC Mammoth Major Mk III 4 Axle Elliptical Tanker Lorry

**30101**  
Jet Petroleum Ltd



The 12-wheel AEC Mammoth Major was produced from 1947 to 1961, when the firm was incorporated into British Leyland.

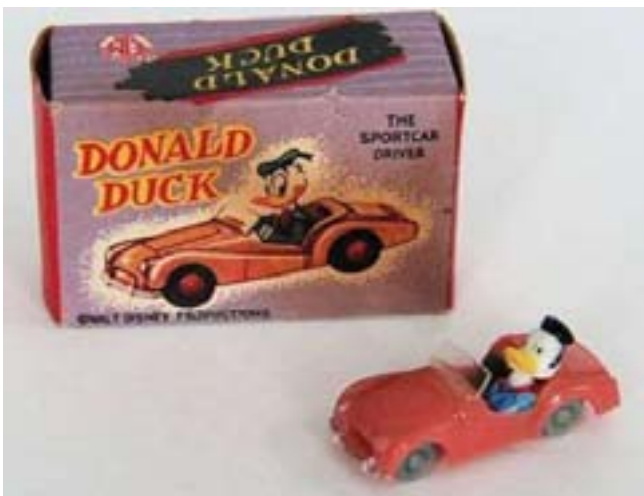
AEC is possibly the most unimaginatively-named company in history: it stands for Associated Equipment Company.

The following week, however, Paul was out with his Razoredge.



Paul Howard at a May Day gathering at West Weedon – as featured in the Northants Herald and Post. A shame about the weather – it looks very much as if the name of the village is about to take on extra significance.

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Another model: surely that's a TR2?

MEMBER STEPHEN GARSIDE, AT **LONGLEAT** FOR THEIR COMMEMORATIVE 50<sup>TH</sup> ANNIVERSARY DRIVE-THROUGH.



Member Stephen Garside, of Somerset, was invited with 25 other contemporary cars to take part in the 50<sup>th</sup> anniversary celebrations at Longleat, where they helped re-enact the opening of the Safari Park in 1966. Viscount Weymouth (grandfather of the present Viscount) was on the film record of the time, directing cars and helping sell tickets. Stephen's TDC was given the honour of leading the procession through the park, and can briefly be seen in the excellent video available at the Longleat website, with resident celebs Ben Fogle and Kate Humble.



Our front cover image is taken from the Longleat anniversary publicity video.

## WHAT'S ON: 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 super-special. It's always good to share Razoredges out and about.)

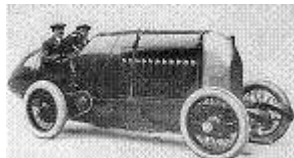
- |   |  |
|---|--|
| <b>Sunday 5<sup>th</sup> June</b>             | <b>The London to Brighton Classic Car Run</b> (Note – this is not the Veteran/Vintage rally, which is far more expensive and for older cars than ours.) This is for cars of 25 years old or more, and goes from Mercedes-Benz World near Brooklands to Madeira Drive, Brighton. £95 entry. |
| <b>Sunday 5<sup>th</sup> June</b>             | <b>Thirlestane Castle</b> , Lauder, Scotland – 44 <sup>th</sup> annual Historic Motoring Extravaganza – around 1,000 vehicles expected. This is not too far over the border, so within reach of sassenachs.  |
| <b>11<sup>th</sup> – 12<sup>th</sup> June</b> | <b>Wrotham Classic Steam and Transport Rally, Kent</b> – at the top of Wrotham Hill, a large gathering of 900 classics.  |
| <b>11<sup>th</sup> – 12<sup>th</sup> June</b> | <b>Woodford Halse Country Fair and Classic Car show</b> , East Midlands. A well-established smaller show with all the usual attractions.   |
| <b>Saturday 11<sup>th</sup> June</b>          | <b>Abridge</b> , Essex, motor festival – any make, any year; fundraising for the village hall. A charming small meeting – as so many are!  |
| <b>11<sup>th</sup> – 12<sup>th</sup> June</b> | <b>North-West Casual Classics Show</b> , at Hale, on the Manchester/Cheshire border; many varied activities and attractions.   |
| <b>11<sup>th</sup> – 12<sup>th</sup> June</b> | <b>Gloucestershire Motor Show</b> boasts some Rolls-Royce and Bentleys, Bugattis and Ferraris, but will find room for other makes too; at Highnam Court, Highnam.  |
| <b>Saturday 11<sup>th</sup> June</b>          | <b>Triumphs at the Ace Café</b> , North Circular – informal, 11am onwards.   |
| <b>Friday 17<sup>th</sup> June</b>            | <b>Classic British Welcome at Le Mans</b> – prelude to the 24-hour race.   |
| <b>18<sup>th</sup> – 19<sup>th</sup> June</b> | The <b>Footman James Bristol Classic</b> at Shepton Mallet has a collection of famous TV and film cars this year; many varied attractions.   |
| <b>18<sup>th</sup> – 19<sup>th</sup> June</b> | <b>Clwyd Veteran &amp; Vintage Machinery Show</b> , Wales. Steam, commercial, agricultural, buses and caravans; a fascinating collection of historical machines of all kinds. At Oswestry Showground.  |

### Sunday 26<sup>th</sup> June 2016



**The TROC Annual rally for 2016** will be held at Hatfield House, Hertfordshire; the site of the old Royal Palace where Elizabeth I grew up. The rally itself will be held in the park just outside the formal gardens and right in front of the main entrance to the house. See page 25 for details.

We are hoping that the attraction of the house and gardens, the superior Stables Yard dining area, will mean that there is enough to do to please everyone. Dogs are permitted at the rally site but not in the formal gardens or house. We hope these changes will mean that even more people and their cars can attend. In addition the Triumph Roadster Club and the Mayflower Club will be joining us this year.

- 1<sup>st</sup> – 3<sup>rd</sup> July** **Historic Sports Car Club** meeting at Brands Hatch, Kent
- 2<sup>nd</sup> – 3<sup>rd</sup> July** The **Corvette National Meet**, with plenty of other American heavy metal; wear dark glasses, because if the sun shines, all that chrome could damage the eyesight. These cars represent an extreme form that we shall never see again. At Wood Green Animal Shelter near Huntingdon.
- 2<sup>nd</sup> – 3<sup>rd</sup> July** **North Norfolk Railway Vintage Transport Festival** has the trains, but also all classics, marine engines, trucks and motorcycles. At Sheringham.
- 2<sup>nd</sup> – 3<sup>rd</sup> July** Very similar event: all along the **North York Moors Railway**, with music and refreshments at Goathland and Levisham.
- Saturday 2<sup>nd</sup> July** **RNAS Yeovilton Air Day** – at Ilchester in Somerset, including classic cars of all kinds. The main entertainment is airborne – five hours of displays, culminating in a Commando Assault Finale – lots of bangs.
- 2<sup>nd</sup> – 3<sup>rd</sup> July** **Triumph Sports Six Club** has its big annual rally at Santa Pod, Wellingborough, Northants; Sunday is for all classics.
- Saturday 2<sup>nd</sup> July** **The Buckingham Classic** at Gawcott is a smaller village gathering with some classics, in conjunction with the village family fun day and beer festival. Music and sideshows; 1pm start, going on into the evening.
- Sunday 3<sup>rd</sup> July** If you enjoyed the Morgan Factory Tour article, page 39, why not visit **Blenheim Palace for the All Morgans Day**? They are expecting 300+ to attend, and since each one is hand-built to order, there should be no two exactly alike. Some don't even have the same number of wheels. Woodstock, Oxfordshire.
- 9<sup>th</sup> – 10<sup>th</sup> July** **The British Grand Prix, Silverstone.** We need say no more. If you've never been to a Grand Prix – you should. Car type: F1. Cars attending: 22.
- 9<sup>th</sup> – 10<sup>th</sup> July** **Chateau Impney Hill Climb**, Droitwich Spa, W Midlands. 200 cars will attempt the 1,000-yard climb against the clock. Well, it's different!
- The video of last year is well worth a look: find it at <http://www.chateauimpneyhillclimb.com/blog/hill-climb-roars-to-life-in-latest-video/>
- 9<sup>th</sup> – 10<sup>th</sup> July** **Crash-Box and Classic Car** gathering at Powderham Castle, Exeter. We can be grateful the Razoredge was amongst the first cars to have synchromesh on all three forward gears; come and see how it used to be.
- Saturday 9<sup>th</sup> July** Lancs Car Club **Coast to Coast classic tour**, starting from the Midland Hotel, Morecambe and finishing at Hunley Hall, Brotton.
- Sunday 10<sup>th</sup> July** **The London to Southend Classic Car Run** is described by the organisers as taking place on the last Sunday in July. Either the world is coming to an end sooner than I'd expected, or they need to check their calendars. It sets out from Fairlop Water, Forest Road, Barkingside.
- 10<sup>th</sup> – 16<sup>th</sup> July** **Historic Endurance Rally RAC 1,000-mile trial**: breakfast on HM Yacht Britannia, moored in Edinburgh, and then a week making your way to Woodcote Park, Epsom, Surrey. First run in 1900, it was intended to show that cars are reliable transport. Pre-war cars; £6,380 entry. There are spaces remaining.

**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.** Email [editor@trocltd.com](mailto:editor@trocltd.com).*

*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. **UNDER OFFER.**

**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 15<sup>th</sup> September 1951.** Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14<sup>th</sup> 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: [jane-baxter@hotmail.co.uk](mailto:jane-baxter@hotmail.co.uk)

**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 or Email [sue@sdalton.plus.com](mailto:sue@sdalton.plus.com)

**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.

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**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.

## MORGAN FACTORY VISIT

Your intrepid ace Globe reporter recently was roped in for a full day at the Three Counties Show, in Malvern, investigating plants, flowers, more plants, show gardens, and even more plants. On the road home we looked like a mobile greenhouse. The pay-off was that a visit was also arranged for the following day, to the Morgan works also situated in Malvern.

This was a revelation. I strongly recommend it to any readers who find themselves in the area, as it was fascinating. It's best to book in advance, which you can do at the Morgan website, at <http://www.morgan-motor.co.uk/factorytours>.

The historical facts are impressive. This is not just Britain's, but the world's oldest surviving family-owned car-maker. They started making Morgans, the three-wheeler runabout, with tiller steering, in 1909, and celebrated their centenary in 2009. The patent drawings for this first car were made by a bright young lad called John Black – later Sir John Black, the very same who became Managing Director of Standard Triumph, and creator of our Razoredge.

They experimented with new three-wheeler models, and began to race – at Shelsey Walsh, Brooklands, and Amiens, France – with success. Albert Ball, the fighter ace, bought one and praised it as 'the nearest thing to flying without leaving the ground.' Sadly, he was shot down and killed not long after taking delivery, but Morgan commemorated him by naming their next racing three-wheeler the 'Aero' – a name they still use for the largest-engined and most advanced models.



The Runabout, the first Morgan car, with HFS Morgan at the... tiller. Because of its light weight, it could accelerate as well as any car in production at that time.



The first 'Aero', very successful light racer; and a 1911 four-seater runabout – first step towards cheap family motoring. They found it necessary to add brakes for the front wheels, an innovation quickly copied by other manufacturers.



The prototype F-type (for Ford engine), from 1933; and then the 4/4 in 1936, in roadster, four-seater, and in 1938 drophead coupe models.

The 4/4 (four wheels, four cylinders) which everyone thinks of as ‘the Morgan’, was thus first produced in 1936; and the same model is still in production – with significant modifications, certainly, but recognisably the same car. This makes it the oldest model in the world still in production; to put this in perspective, it was 10 years old already when the Razoredge Triumph 1800 Town and Country Saloon first appeared, 18 years old when the last TDC Renown rolled out of Coventry, and just last week I was still able to watch brand-new 4/4 roadsters being built, a full 80 years after the first. The Morgan 4/4 has outlived our Triumph Roadster and all the TR series, the Stag and the E-type Jag and the Austin Healey. Only the MG variants came close, and they have been metamorphosed through many different models and owners and production plants. In the process, Morgan has also seen off pretty much the entire British motor industry as we knew it in the fifties and sixties.

The 4/4 was immediately successful both in sales and in motorsport. In 1938, Prudence Fawcett, a 25-year-old novice, came 13<sup>th</sup> overall in the Le Mans 24-hour race in a works-prepared Morgan 4/4. Also in 1938 they began using an overhead-valve 1297cc engine especially developed for Morgan by the Standard Motor Company, now under the managership of John Black.

During the war, car production ceased and the centre three aisles of the factory were occupied by Standard Motor Company’s aero engine division. After the war, Henry’s son Peter joined the firm, and car production re-started, with a premium for overseas sales. The three-wheelers were less popular as exports, and they were discontinued in the early fifties. However, the 4/4 was given a boost in 1949 and 1950 with first the 1800, and then the 2088cc 68hp Vanguard engine – **the same that powers our Razoredges**. In the Morgan’s lightweight two-seater, however, this provided a high power-to-weight ratio, and confirmed the car’s reputation as a genuinely quick sports car. After the 2088cc engine it went on first to share the TR2 power unit, and then from 1956 to 1972 the TR3 and TR4.



It looks incongruous, but it happened – Lew Spencer’s Morgan in the USA leading more modern-looking streamlined cars

In 1962, a works-prepared Morgan won the 2-litre class at the Le Mans 24-hr, completing 2,261 miles at an average running speed of 97mph. That’s a phenomenal achievement for a 26-year-old model competing against the latest designs. After the race, the car was driven on public roads back to the UK. Morgans continued to win Production Sports Car championships in Britain and the USA into the 1970s and 80s, now using the Rover V8 engine in the Plus 8 models, but still also finding success with the 4/4. More recently they have been using Ford 4-cylinders for the 4/4 and BMW V8 4-litre engines for the Plus 8 and Aero models. The three-wheeler, revived in 2011, uses a 1983cc S&S engine and a 5-speed Mazda gearbox.

We watched a short film outlining this historical perspective, and then proceeded on the factory tour. The only restrictions on our movement were that we should walk on the red-painted pathway, and use common sense in avoiding obstructing the workers. Photography and questions were welcomed.



We followed a logical development through the factory, beginning in the first aisle of the main buildings, where BMW engines and aluminium chassis components were uncrated, awaiting use. The aluminium frames are welded and glued, to Morgan design, by a factory in Stoke.

Morgans are only made to order, so each car is accompanied by a construction log in a plastic wallet showing the detailed specification required, and recording the operations carried out as it progresses through the successive workshops.



Where the early 4/4 was known as ‘the wooden sports car’ because of the nearly all-wood construction, this has had to change with the times, for reasons of cost, time, and safety; but – depending on the model – there’s still a good deal of ash-frame and coachbuilding involved. The particular virtues of ash, also used for our Razoredge, are that it’s a very dense wood, highly

resistant to rot or to splitting. (Some would query the resistance to rot, ruefully; but this is only applies where cars are less used, and have not been stored dry.)





Three sheets of ply, freshly-glued, are bent into the mould to be clamped until set, making a wing.



New technology performing an old task: the use of vacuum-forming, where a plastic sheet is sealed around a mould and all the air pumped out – the resultant evenly-distributed air pressure holds the wood to the mould better than clamps could possibly do.



Moving on to the individually-selected fabric and upholstery. Because there are thousands of colours and specifications to choose from, it's not likely you will ever see two identical Morgans. All the panels are removed and painted separately from the car, which then goes to final re-assembly, road test and checking.

The bonnet is apparently one of the hardest parts to get right; because of variations in the wood frame and the scuttle position, the bonnet halves are all made over-size, rolled to the required curve, and then shaped individually.

The gold car here is the new V8 Aero; behind can be seen Roadsters and a 4/4.



The same chap does all the test-driving. Best job in the world?



The three-wheelers, re-launched in 2011, are assembled in a separate workshop.



The green three-wheeler on the right is prepared for Australian compliance; with extra silencing, and the already-tiny fly screen reduced to just a couple of inches in height, otherwise it would have required windscreen wipers. Compliance for American rules has always been problematic for Morgan, and at present new cars are not sold there. Americans currently have to buy one over 25 years of age in Europe, and import it as a historic vehicle; or buy the three-wheeler, which is counted as a motorcycle, and therefore exempt. In the seventies, American sales accounted for 80% of the market, but emissions restrictions and rear crash protection requirements have made compliance impossible.

There is an all-electric three-wheeler currently in development, planned for release later this year.

**SAD NEWS**

Jennifer Langton, one of the founding members of the TROC in 1975, died on 26<sup>th</sup> May.

For many years Jennifer served the Club as our Rally Secretary. Jennifer liaised with the management of the venues that hosted our rallies and organised discounted accommodation at a suitable hotel near to each rally site together with the arrangements for the Club Dinner on the Saturday evenings prior to each rally. These activities entailed a lot of work by both Jennifer and her husband.

The Committee of the TROC offers its condolences to Stewart.