

## AN ON-LINE MEETING

Barry Strudwick  
Queensland  
Australia

I met Thelma online and was immediately attracted to her classic lines. I was planning to view the annual Classic Adelaide Rally so I thought why not see if I can meet up with her at the same time.

I suppose I should explain that Thelma is now my 1951 (TDB-5154DL) Triumph Renown. As soon as I saw her at her home in the Adelaide Hills I knew I had to buy her. I took her for a trip around the local lanes and negotiated the purchase. I then made a decision that she was strong enough to drive the 1350 miles back to Brisbane and after a rudimentary check on fluids, tyre pressures and a general once over we bravely commenced our trip. Her registration in South Australia was XHN080 and she was legal to drive to Brisbane.

In total the trip took 5 days including two lost in repairs at Mildura when I realised the battery was not charging due to a faulty generator and she was consuming more than her fair share of water through leaking hoses and the radiator bottom tap. The garage in Mildura did a great job and I set off again. Over 36 driving hours we averaged 40 mph and 25.3 mpg. The brakes were not too effective but careful driving and judicious use of the gears kept us safe on the highway even at speeds of around 70 mph.



*Does my head look big in this?*

When we reached home I booked her into a local mechanic and was not surprised when told the brakes were operating at 5% front and 20% rear. Since last November, the brakes, electrics, exhaust and water hoses have all received some attention and we attempted to obtain a roadworthy certificate to re-register her in Queensland as the South Australian registration expired in January.

She failed due to steering arm play and after months of trying to source replacement parts I was getting desperate as my son planned to get married and wanted Thelma as his wedding car. I had joined TROC but had not received my parts catalogue. I followed this up and it came the next week and I started calling at the recommended times but never seemed to get a response. It appears my calls coincided with the annual holidays and the TROC rally and the wedding was getting closer every day. I emailed Tom Robinson and advised him of my plight. He responded immediately and in less than a week I had all the parts I needed. By the time they were fitted, roadworthy test passed and registered in Queensland as 234RCU, (Renown Car User), I had a full 3 days to prepare for the wedding.

Thelma was an absolute hit with everyone and made the day very special for my son Kirk and his new bride Crystal. I even wore a chauffeur's cap to set the scene. The photographers said they had seen many classic cars used for weddings but Thelma was the best ever.



*The happy couple, Kirk and Crystal Strudwick*

There is plenty of minor work to do but she drives well and I am sure she will only get better with age and constant care.

Thanks to everyone at TROC, not only was the wedding a success but I now have a road legal car that is a source of constant pleasure. Next week (September 19) Thelma and I will be enjoying a 200km return trip to Brisbane for the annual Classic All British Day with my brother Jeff and his 1966 3.8ltr S type Jaguar and I will try and send a few pictures of them among all their fellow compatriots.

*Following page illustrations.*

*Arrival of Crystal, the beautiful bride.*

*Granddaughter Bella trying out as a chauffeuse.*

*A wedding on the beach. How Ozzie is that!*

*Photographs on pages 115, 116 and 117 upper and centre by Jess Marks Photography  
[www.jessmarksphotography.co.au](http://www.jessmarksphotography.co.au)*



## **19<sup>TH</sup> SWISS CLASSIC CAR MEETING AT PARC DE L'INDEPENDENCE MORGES, SWITZERLAND.**

Jacques Faerber

Yesterday [October 3<sup>rd</sup>], I went to the British cars meeting in Morges on the shores of Lake Geneva. It was a very wonderful day, the sun was shining and there were many visitors to admire the beautiful British cars – about 1,300 maybe.

As it was a special day for the Triumphs, I think there were several hundred TR2, TR3 to TR8, Spitfire, Stag, herald and also the Vitesse, 2000 and 2500 Mk III saloon and so on.

They came from Switzerland of course, but also from Belgium, France, Germany and England.

But only one Razor edge and only one Roadster! No pre-war models and no Mayflower. If you go onto the internet, you can see the success for that meeting, the address is [british-cars.ch](http://british-cars.ch)



Triumphs on the shores of Lake Geneva

## TWO SIMILAR RADIATOR GRILLES

John Bath TROC Historian

Recently, a gorgeous pre-war MG large saloon caught my eye and I took some shots for the record, before getting in close for the radiator grille.

Ignoring the MG badge, the proportions look very similar when you compare the razor edge and the MG grilles.



Our cars have 13 slats whereas the MG has 11.