

NEW SPARES FROM TROC FOR THE 1800 ENGINE

Irving Dalton now 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

Wheel discs for the Renown model

Chris Hewitt tells us that he now holds stocks of these and prices are available from hm. In addition, the Club holds large stock of items to get you through the MoT together with most engine parts for the 2-litre engine. Just ask!

Bell-crank lever and bracket assembly for the Renown part No. 101102

The Club is desperately 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.

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TRIP TO BRITISH CAR MEETING IN MOLLIS, SWITZERLAND

[PART TWO]

Our member Dirk has recently purchased a TDB from Ireland

Dirk Devogeleer

Sunday morning the weather had lifted and making good use of the still wet bodywork, I quickly squirted some shampoo on the car and made her presentable again for the event. Bernhard had invited us to complete the line-up of TR cars. Our car included the club had a full set of TRs on display, up to the TR8 and including the American variants.

Even with the bad weather this year again some 1500 cars made it to the show, unfortunately the rain had soaked the grasslands making it impractical to park other than on the run- and taxiways. It meant that halfway through the show the organisation had to change the entrance point and that cars lined the runway for what looked like a mile long stretch.

Two other Roadsters made it to the show, but unfortunately we did not see any Renowns. The year before we did meet with a Limousine owner who was making good use of the drop down boot lid as a pick-nick table. We did meet up with the owner of the oldest Razor edge in Switzerland, which he was restoring. Being German speaking he asked us quite a few questions on technical details. (Not all of which I could answer, my German being as rusty as his English) I did pass on the club details so he could try to contact some Swiss owners

On the recommendations of Bernhard we drove towards Altsee on a very minor road giving us a nice areal viewing point of the venue.

To get a nice picture of the car with a backdrop of the Alps I parked a bit off the road, unfortunately downhill from the black-top. Photo session completed we got in the car, turned the key and pressed the start button to be greeted by a click and then silence. The fan belt had stretched even further and although it was still turning the Dynamo the charging must have been less than the consumption and the battery had drained. With nobody around to render assistance we were getting visions of having to spend the night in open air. I did pack jump leads but without cars passing by they were of no good to us.

Time for plan B and get the starting handle out. Although our car usually starts first thing she kind of refused this time. Soon I had worked up a sweat but still no success. Hand cranking an engine must be an art I do not master.

As last resource and with more luck than skill I positioned the engine until she was about to fire on cylinder No. 1, cleaned off and tightened up the battery connections.

With one hand on the throttle I pressed the solenoid. The resulting “Ereugh” from the starter was enough to entice the engine to fire and end our ordeal.

That night the battery slept with us in the hotel room suckling fresh juice from the trickle charger. My attempt to walk past the lobby while carrying a battery and pretending it was part of our luggage did not go completely unnoticed. However we had chosen the hotel on recommendation of our Spitfire friends because the manager is a Healey owner. It turned out that he also had owned a Roadster previously, and having too many toys and not enough time to enjoy them, had sold her and kept the Healeys which, honestly, are more suited to be driven in the Alps than the Roadster.

Bad weather had returned overnight and where the day before we saw green we now were greeted with fresh snow on the mountain flanks. The first snow of the year coincided with the return of the cattle from the higher regions to the stables in the valleys. It is a very spectacular moment, but with the fan belt not charging up the battery as it should up, we did not dare to linger. Instead we went shopping for a battery and with a fresh pack in the boot as back up made our way to Germany and Lake Constance sticking to the main roads.

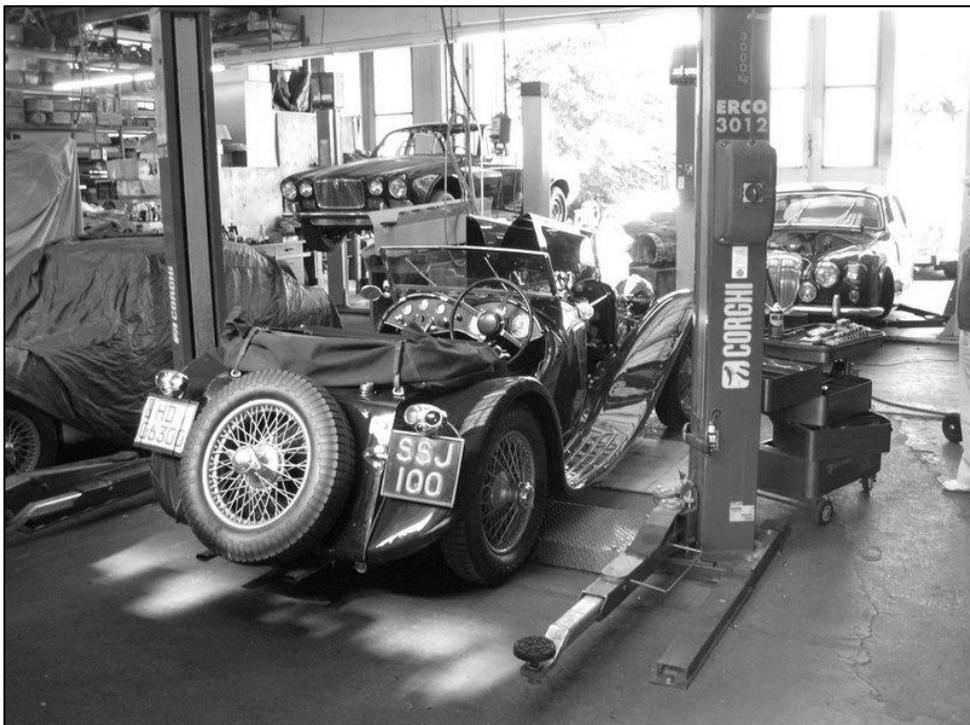
The plan was to take the “green road” through the Black Forest. It sounded touristy and romantic when planning, but the reality is that this road is a highway in disguise and driving in heavy traffic in the rain with dim headlights and rickety wipers made us stop early.

Next day we changed plan and confident that our set up of driving until one battery failed and then changing for a fresh pack would keep us out of the hands of the AA we took a B-road to France. It was here, after leaving a monastery that my eagle eyed co-pilot spotted a Jaguar XK150 for sale outside what looked like a workshop. It was such an unlikely place for any workshop but Lieve was sure of what she had seen. I turned around and to my surprise stopped in front of a fully stocked classic car restorer and garage. Would they be able to help me with a fan belt? *Natürlich*, bring the car round and we'll have a look!

We could have been away in 15 minutes was it not that the place was Nirvana for any classic car enthusiast. The XK150 outside had been restored and rally- prepared, inside, amidst several other Jaguars, triumphs and MGs in various stages of repair or restoration, a SS100 was getting his engine overhauled and in the corner, on a lifter, was a Mark 2 restored to better than new condition. The owner explained that after stripping the car down there was not more than an engine, chassis and firewall left, all the other parts having rusted away. Most of the body work was hand-crafted on the English wheel in their workshop while all the upholstery was renewed, wood re-varnished.... the result must have been as close as you can get to a new car that is nearing 50 years of age, as good as the day it left Browns Lane.



Fan belt change in Germany



Scene inside the workshop

Clearly outside our budget, we paid for the belt and were on our way again, now with the battery charging able to cope, whatever the weather would throw at us. Thus SOD's law dictated that we never needed the wipers or headlights again, the sun reappeared and the remainder of the trip was driven like we started, hood down.

The whole trip was, on the GPS trip log, just 2 km short of 2000 km, other than the issues with the fan belt the car did not miss a beat.

Would we do it again? Perhaps not to Switzerland, after all when it comes to twisty roads and steep inclines the Spitfire (or a later TR) might be a better option, but as far as taking the car on a road trip without a shadow of a doubt. The first day we drove 600 km, comfort-wise not the same as a modern car but it was not the ordeal I was afraid it would be. Most discomfort comes from the noise of overtaking traffic or tailgating trucks, also driving in tunnels with the hood down was noisy on the threshold of being painful, but with the hood up or on les Departementales, the car is amazingly comfortable. As for the uphill sections I found that our 3-speed gearbox missed an intermediate gear between 2 and 3, 3rd being too tall while driving in 2nd would limit us to about 40 km/h.

I am not sure of the gearbox spread on a Renown but the Roadster sure could do with an overdrive option on 2 and 3.



The runway lined with club stands and members' cars

We did not really enjoy the German part of the trip, but then the rain and the afternoon rush from the office might have contributed to the impatience of the fellow drivers. In Switzerland however, we never had the feeling that the other road users rather wished us to be driving in Kathmandu. Their speed limit is 80 km on any road except motorways, which is a speed we could easily maintain. There is also a real bonding between classic car owners, and wherever we went we were always made very welcome not the least by the Swiss TR and the Swiss Spitfire club who went to lengths making us feel at home. If Bernhard, Andre or Markus ever came to read this, *Vielen dank fur ihre gastfreundschaft und zum wiederschauen!!*

This year the meeting is held on 28th of August, and that cars of all ages are welcome, the only condition to be allowed on the showground is that they are British build. If the car is not British then you can still visit the event. A shuttle bus takes you to the event from the car park. Entrance is free of charge. And it would be good to see some razor edges participating. <http://www.britishcarmeeting.ch/home.asp>



The road in Vosges

TRIUMPH STAG OWNERS' NATIONAL WEEK-END 2011

David and Jenny Shulver

The Stag Owners' National Week-end 2011 was held at the Norfolk Showground on August 13th and 14th. One of the attractions organised was a time-line of ALL Triumph models from the 1920s to the 1980s. Examples on display in the exhibition hall included the following; -

- 1935 Gloria 10.8hp
- 1936 Gloria Vitesse 2-litre
- 1937 Gloria Southern Cross
- 1938 Dolomite 14/60
- Three TROC cars; my TD [JLY 232], Barry and Shirley Dent with their TD [DDB 312] and Nick Curban with his TDB [MBJ 675] .
- 1800 Roadster [MVW 3] and a 2-litr Roadster [KKH 697]. This last car was voted car of the day.



The Dent's white TD alongside the Shulver's car.

Car of the show is the Roadster in the foreground

In addition, there were loads of Stags. Outside, all models produced from TR2 to an Acclaim were all on view and in Club stands. The only model missing from the time-line was the Mayflower; this is a pity as it would have made a super picture.

TRIUMPHANT AGAIN

Dick Chater

Once again our Renown has been on its travels with the Stourbridge Pre-war Car Club (which now accepts vehicles registered before 1973 -well, one has to move with the times!).

As reported earlier, in 2009 we went to the Isle of Man, and last year to the Isle of Wight. The car club has a very competent lady, Margaret Bunn, who arranges these trips and this year she excelled herself, arranging two four-day trips, one to Holme Lacey in Hereford and one to Alvaston Hall near Nantwich.

These outings are very popular and the last one attracted over 40 members and friends. We usually stay at Warner's Hotels as they have ideal facilities for our group -safe parking, good food, excellent accommodation and of course sports and entertainment thrown in.

Our 1954 Renown behaved impeccably on both occasions. On the April visit to Holme Lacey we enjoyed good weather, glorious countryside and delightful walks. The visit to Alvaston Hall had other attractions such as the Anderton boat lift, an antiques complex, several gardens nearby and of course Nantwich itself - if you visit do make time to find Austin's cafe-we will say no more but you will be surprised!.

At Alvaston, a club member had organized a quiz requiring us to identify 100 small photographs of retro children's toys. This proved quite a challenge and if there were reports locally in the Nantwich papers of a couple in a Triumph Renown harassing teenagers, searching charity shops, pestering toy shop staff and interrogating hotel employees, then I'm afraid we must admit guilt -but our team did come second!.



TRIUMPHANT AGAIN [CONTINUED]

Cars attending this event also included two Triumph Roadsters, a P4 Rover, and an immaculate Morris Minor Traveller, while the pre-war cars included Austins, Morrisises , an MG, a Rover and a 1920s Bean. Fortunately only the Bean had any problems.

As you may gather our car club fleet is a mixed menagerie and everyone is very supportive rather than competitive.

A series of events throughout the year and a monthly lunch run to a local hostelry ensure that our cars enjoy the open road.

The Club's trusty organiser is already planning next year's visit to Cricket St. Thomas - we are looking forward to it!

HISTORIC WINTON

Brian and Eleanore Beyer

On the last weekend in May each year the Austin Seven Club of Victoria hold a race meeting for historic racing cars from 1920 to 1980 at the Winton Raceway near Benalla, Victoria. As well as the racing, a display of classic cars is held with different makes being featured each year.

The feature cars this year were chosen to celebrate; 100 years of Chevrolet, 100 years of Stutz and Indianapolis 500, 90 years of Amilcar and Salmson, 75 years of Fiat 500, 60 years of Triumph Renown and Mayflower, 50 years of E type Jaguar and 50 years of MG Midget.

Around July 2010 we received an invitation to display our 1947 Triumph 1800 Town & Country Saloon on May 28th and 29th 2011.

When at that early stage we tried to make a booking for accommodation, we found out how popular this weekend is - eventually getting the last room in a motel in Benalla, about 10km from Winton. Because of the distance to travel from Laura, about 960km each way, and the fact that the Triumph has no heating or demisting, we transported the car on a trailer. We left home on the morning of Wednesday 25th of May and arrived at Benalla on Thursday afternoon, the motel proved to be ideal with plenty of room for unloading and parking the trailer and two vehicles.

On Friday 27th May a tour of surrounding districts had been organised with a lunch stop at Swanpool. As we had not unloaded the Triumph off the trailer before registration time we submitted our registration form and joined the tour at Swanpool where we were served a delicious spit roast lunch, put on by the local sporting clubs.

As cars arrived they lined up ready for onlookers. The local school children came along and they had their favourites, a British racing green D type Jaguar was one, a sky blue Amilcar racing car (1925) was another. Older people however, didn't overlook the other cars of numerous makes and ages, about 100 cars in all, ours was the only razor edge present and received its fair share of comments.

After lunch, the tour passed through some scenic country, with stops at a winery and at the Tatong Hotel which had been renovated in the style of an English Pub. Here we had afternoon tea, then back to Benalla where the cars were parked for public display in the Council Chambers' car park. Despite the cold, many people came out to have a look, one little boy, about 7, must have been told not to touch. He looked around the outside of an open top sports car then wanted to get a closer look at the dash, difficult when you are so small, but with arms outstretched as though he was flying he leant forward on tiptoes and was able to satisfy his curiosity. Any mother would be proud of this small sandy haired, well behaved boy. A future car enthusiast perhaps.

There was a wide variety of cars and motor bikes, popular ones were the D type Jaguar, a 1925 Amilcar racer a 1920 Le Zebre, another Amilcar, 2 seater with dickie seat at the back, this car had no instruments on the dashboard, suppose the driver had to guess how fast the car was going.

Our car was sometimes referred to as a Mayflower, much to Brian's disgust. Other later model vehicles drew the attention of some younger men. The weather was quite chilly and by 4.45pm the crowd dispersed to warmer areas, including us.

On Saturday morning we drove to Winton Raceway where we were directed to the designated parking area for display vehicles. There were three razor edge Triumphs there that day and we knew the owners of the other two so caught up on news.

Racing practice and time trials began early - about 8.45am so there was plenty of noise and activity around us. Races were organised for bikes and cars from 1920 onwards to 1980, why would you want to risk damaging a treasured old bike or car in a race? Racing entertained the crowd all day as did the vehicles on display, but the noise was at times, DEAFENING. Many people wandered around with ear muffs or ear plugs to protect their hearing but we were unaware of the need of these beforehand.

The day was clear and sunny, a good day to be out, but at 3.30pm the cold air came down like a blanket and soon we were very aware of the cold and like many others decided to join the exit line to go back to our warm motel room.

Sunday was an even earlier start; the organiser wanted as many cars as possible at the raceway by 8am. When we were ready to leave the motel at about 7.30am there was ice on the roof of the Triumph and it was reluctant to start but after a wipe of the inside of the distributor cap it sprang into life. Light fog awaited us when we left the motel but near the raceway in one patch visibility was almost zero, but it was only a short stretch, by 9am the sun was shining through with the promise of staying with us for the day.

A fourth razor edge arrived from Melbourne to make the full compliment- our 1947 model, two 1950 models and a 1951 model, We were also joined by a 1938 Triumph Gloria and the collection of Triumphs drew plenty of attention.

Of the featured cars the Amilcar were most numerous with 36 present including those that were entered in the racing; 6 Salmson, 4 razor edge, but no Mayflowers, probably around 10 E-type Jaguars, a few more MGs , 2 Stutz and surprisingly only about 4 Chevrolet and a couple of Fiat 500s, so really the Triumphs were well represented.

During the morning the organiser went around putting a pink sticker on some windscreens, all five Triumphs received one which meant we were all selected to go in the parade about 1.30pm (along with many of the other featured cars and two motor bikes).

There were some old, interesting and unusual cars on display and it took us a while to get around the different areas where they were displayed including the pit areas, but it was worth the effort to be able to see them.

There were quite a few 'specials', some of one make, others using components from two or more makes.

One eye catching example was a Sunbeam, a massive machine built on the lines of the early record breaking cars. It had a Sunbeam 1917 Maori Aircraft engine with the following specifications, 12 litre, V12 quad overhead camshafts, 48 valves and developed 270hp at 2100RPM. The chassis and running gear were from a 1924 24/60 car.

Again racing began early and most of the time there was the roar of engines, we found it better to keep away from the track but then we couldn't see what was happening but there was still plenty to look at.

About 12.20pm we were summoned to line up in pit lane and the vehicles were then shuffled around to the organiser's liking. At the appointed moment we drove onto the circuit behind the pace car (and had to stay behind the pace car all the way) as we drove past the commentator he was saying how rare the Triumph razor edge cars are these days. The size of the crowd became obvious as we drove two laps of the circuit at a sedate pace after which we returned to our earlier parking area.

We were parked next to a 1954 Mercedes 300SL coupe with the 'gull wing' doors, what a contrast in styling, Triumph were still using the razor edge styling at that time.



Our TD and an E-type Jaguar.

For us participation in the parade was unexpected but it was one of the highlights of the trip.

For a car or motor bike enthusiast the Historic Winton Weekend is a great way to see some interesting vehicles and to watch these old machines doing a great job on the track- they can still go very fast.

The organisation of this event is excellent and thousands of spectators attend. Anyone wanting to go to this event would be well advised to book accommodation early - also to take some good ear plugs.



Razor-edge cars assembled in the display area

The Triumph participants were as follows:

- 1938 Gloria John and Rosalie Dows, Baranduda Victoria
- 1947 Triumph 1800 Town and Country Saloon, Brian and Eleanore Beyer, Laura South Australia.
- 1950 Renown Lofty York, Bundanoon New South Wales
- 1951 Renown Paul and Janet Ballard, Cootamundra New South Wales.
- 1951 Renown Graeme Johnson, Melbourne Victoria. (Graeme was overseas at the time and the car was driven by Chris Burgess of Melbourne).