

IRELAND TO BELGIUM

Recently Dirk Vogelaar purchased TDB 1425 in Ireland and his report below tells us how he got it home. The car is now in Belgium.



In the end Brendan (the vendor) had arranged transportation using an Irish haulage company (nvd.ie) they agreed to put her on a combined transporter to Folkestone for the sum of 250 Euro plus VAT.

Lieve went over with a 4x4 and a trailer to pick her up. They left 06:00 from our place and by 09:00 were in Folkestone rolling off the shuttle, The driver had rendezvoused with them on an industrial estate just out of the Eurotunnel compound. They made it to the park at the same time. Time to offload her, drive her on the trailer and secure the car and by 10:00 they were back in the shuttle heading the other way.

However the car came with a spare engine and that had been fitted into the boot. With all the weight in the back and the overhang on the trailer the load on the tow hitch was rather light and it made from some hairy driving. She did not listen to the rudder that well. Eventually they had to remove all weight they could from the trailer to load up the car, spare wheel, other spares etc and that helped a bit. By mid afternoon they were back at home.

The importation dues are paid so now remains to present her to the MOT equivalent and get insurance. Hopefully in time for my 50th birthday.

I took some pictures while still in Ireland but shall ask Lieve to send the ones on the trailer and the spare engine in the boot. Must be a novelty: a twin-engined Renown.



New stable-mates in Belgium

RAZOREDGE IN THE CZECH REPUBLIC

If you visit You Tube, try searching for ‘Triumph Renown’. There are two or three items of interest – if you pick your way carefully through the dog shows, for it transpires that the names Triumph and Renown are part of the kennel name of a pedigree corgi better known as TuTu.

One genuine Triumph clip shows us a proud driving demonstration from the Czech Republic, in a video which shouldn’t really be labelled ‘Renown’ at all, since the car concerned is an 1800 saloon.



The car appears to be well-preserved, and the driver – or at least the cameraman – has confidence in the brakes, because towards the end of the clip the car draws up quite rapidly to stop just short of the camera. Notice, however, the drooping passenger door-handle: whoever replaced this handle did not realise that the new spindle needs to be twisted through about 20° in order to align it properly.

We are treated to a tour of the interior: red-leather upholstery and views of the dashboard. There have been comments in previous *Globes* about our cars being exported to central Europe, and it may be that a member will recognise this one? The number plate does not help, of course, and although there are shots of the engine compartment and the commission plate can be seen, the screen resolution is not good enough to read the number.

The clip was posted last year, and the person or organisation is clearly also a Jaguar enthusiast, if you follow the link to his site. It’s good to think that the overseas vehicles and members, who play a significant role in the preservation of the marque, are going strong in even in countries where we have no members – so far.

The two other gleanings from You Tube are much nearer to home, in distance if not in time.



The first is a clip from the Cranleigh Classic Car Show in August 2011, where a succession of interesting cars tour the parade ring – including the Razoredge of our own David Wickens, shown above. The second has only a brief glimpse, of a TDA or 1800 saloon, XME 312, seen in Hale Lane, north London; but the clip is well worth looking out. It was made by the BBC in the early 50s on behalf of the BREMA radio manufacturer's Association, to encourage owners of older cars to have suppressors fitted to their ignition systems, because "we live in a country which is now widely provided with television transmission." The sight of north London roads with just occasional cars passing, and the collection of vehicles – some drivers making hand signals, even – feels like a different age; and yet it is a glimpse of the world our cars were designed and built for.

Tony Beadle 1943 – 2012

We record with great sadness the passing of Tony Beadle, who died on January 7th of this year, following a lengthy operation for a serious heart condition. Tony was a founder member of the Standard Triumph Forum, editor of a number of car enthusiast magazines, and the originator of 'Drive it Day'. John Bath, our Club historian, knew him best, and records this personal tribute.

I was personally very sorry to read the very sad news of Tony's death, in both the latest issue of "*Triumph World*" and also "*Classic American*" where there were quite rightly generous tributes, because Tony was the founding Editor of both of these magazines.

Indeed Tony's final piece was published in the March issue of the latter journal which, right from its launch in 1988, helped to raise interest - including mine, it should be said, dormant since my schooldays - in perhaps a rather neglected area of the old car movement. Not too many classic car enthusiasts like both Triumphs and American cars, so I was intrigued to find out how "*Triumph World*" came about, though it did fill a now obvious gap in the market.

Tony's widow, Jennie, explained to me on the phone that in this case, the idea of a bi-monthly magazine for Triumph (and Standard) enthusiasts was put to him this time round, though once he was at the helm, he embraced the subject with gusto and was

never happier than carrying out the detailed and accurate research for which he was noted. As well as launching successful new magazine titles, Tony found time to pioneer the “*Triumph World*” Annual picnics and until Jennie mentioned it, I had not realised that it was Tony’s idea to start the FBHVC “Drive It” day (annually on the Sunday nearest to 23rd April) when classic car enthusiasts of all marques are encouraged to make sure their cars are used on the road.

When I saw (and photographed) an ancient 1950’s Studebaker - still in regular use - on a trip to Plymouth in about 1992, it was a thrill to see my letter and picture in the next issue of “*Classic American*”. This was the start of our friendship, and Tony was also always a good friend of TROC Ltd, publicising our events on a regular basis. We also carried out a lot of research into our cars at Gaydon.

It was disappointing when a new Editor was installed at “Triumph World” and I, for one, found the new style too much of a contrast to what I was used to, but Tony laughed at my suggestion of a brand new title for the magazine under the new editor which had best remain unsaid here.

Tony’s penultimate book (of 6) was a fascinating account of the history of vehicle manufacturing in Hillingdon in Middlesex, by no coincidence his birthplace, meticulously researched and superbly presented as always. At the time of Tony’s death, he had been commissioned to write a history of SU Carburettors, but sadly this project was not completed.

In closing, Tony was a really all-round nice guy which makes his loss that much more difficult to deal with. He was totally unaffected and unassuming which is exactly why everyone liked him. He will be sadly missed by all who knew him.

In order to record our friendship, TROC has made a donation to Harefield Hospital in Tony’s memory, as they did so much for him in his final days. On behalf of the Club, I have offered our condolences to his widow, Jennie, but we should also not forget his son John, and his father Bill, and their family.

John Bath



TONY BEADLE
1943 - 2012