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Promise of Spring

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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(Affiliated to the Federation of British Historic Vehicle Clubs)

EDITORIAL

Happy New Year! It promises to be a momentous one for the Triumph marque, and for the Club; we hope that it will also be a positive year to remember for all our members.

The Club's Annual General Meeting will be held before the next edition of the Globe appears, and you will find the Agenda within this edition, along with an invitation to contribute, and, importantly, *a request for you to make your opinion known* on an issue facing us. Try to regard the AGM not as just some dull ritual performed annually by your Committee, but as the main opportunity for our whole community to confirm that the Club is doing what we need it to – and comment loudly if it's NOT, in any respect – and to monitor and review our needs, in a changing world. If you have views you'd like to express, please write to Chris Hewitt, the Chairman, or email the Editor, or contact the relevant member of the committee, as you choose; or better still, come along to Gaydon on March 17th, and make your contribution in person.

In the December edition we invited you to identify as many of the Dinky cars on the back cover as you could; I was a little anxious over setting this, in case I had to judge between the merits of someone who had managed to identify one of the really difficult ones in the shadows, but got an easy one wrong, against someone who had scored higher by cherry-picking the straightforward ones. I am delighted to say however that there was a clear winner. Member Malcolm Banyer, of Norfolk, has supplied a complete identification, even down to the petrol pumps. (Amazingly – or perhaps not – there is quite fierce collectors' interest in such things as diecast toy oil bins, street signs and such; see www.DCTAwebsite.org.) Malcolm's solution to the challenge is on p112.

CORRECTION

In the December edition, we published a collection of recommended places to visit from our member Michael Capps; but I very unkindly named him as Malcolm throughout the article. I cannot think where I got that from, and can only put it down to incipient senility. Please accept my apologies, Michael, and further thanks for an excellent contribution.

ON A SADDER NOTE

Inside the back cover of this edition you will find an *In Memoriam* on Lothar Klemenzen, who died before Christmas; written by John Bath.

Our cover pictures for this issue:

Front – On a carpet of lupins (Texas 'bluebonnets' in the USA), David Pilcher's limousine reminds us that spring is on the way. Lady Bird Johnson was principally responsible for encouraging the seeding of wildflowers along state highways in the US, and the bluebonnet is the Texas state flower. This picture, sent by David, was used as the April image for a local calendar last year.

THIRTY-SEVENTH ANNUAL GENERAL MEETING SUNDAY MARCH 17th 2013

To be held at Gaydon Heritage Motor Museum (Syndicate Room), commencing at 10.30am, when tea, coffee and biscuits will be available. We hope to complete the formal business by lunchtime, which leaves the rest of the day to look over the museum and grounds.

AGENDA

1. Chairman's address
2. Secretary's report, including minutes of the last AGM and matters arising
3. Editor's report
4. Membership Secretary's report
5. Treasurer's report, and adoption of income and expenditure report
6. Spares Secretaries' reports, and adoption of spares account
7. Rally Secretary's report
8. Historian's report
9. Election of Officers and Committee for the term of office April 2013 to March 2014
10. Date and venue of next Annual General Meeting
11. Any other business

Members are reminded that any fully-paid up members of TROC Ltd may offer themselves for election to a committee post or office. Nomination forms are available from the Club Secretary, must bear the approval of the nominee, and be proposed and seconded by two fully-paid up members; such nominations to reach the Secretary by Friday 15th February.

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### **ISSUE FOR CONSULTATION**

The Club maintains two accounts. One is the General Account, into which membership fees are paid, and from which all expenses, insurance, website and Globe printing and distribution costs are paid out, and the other is the Spares Account, which is used purely for the maintenance and storage of the Club's extensive holding of spare parts. This includes arranging for the re-manufacturing of items no longer available or which are in short supply, as well as the purchase of items from autojumbles and other sources for reconditioning.

The spares account has a healthy positive and growing balance at the bank, and the Committee feel this is justified because the continuing need to know there is a good range of all necessary spares for our cars is probably the single strongest reason for being a member. The General Account, however, has had a slowly declining balance in recent years, because membership is falling slowly, and insurance, and postage / printing costs of the Globe, are rising with or above inflation.

The proposal is that a small percentage of the Spares funds should be allowed to support the General Account when needed, so that hopefully we shall not need to consider other options like raising subscriptions or reducing the frequency of the publication of the Globe.

The Committee would like to be sure that this action is in accord with the wishes of the wider membership, and we therefore ask you to ***complete the enclosed voting slip*** and post it to Bob Parsons, our Secretary.

## THE TASK IN HAND

Gregor Robertson from Edinburgh has sent us an update on his progress with his restoration. He says: *"My restoration has been on and off for many years, alongside many other cars and including wee grey Fergies."*

*I'm afraid I made a bad buy at the start over 10 years ago - car quite good mechanically, but with a rotten body. The chassis is sound enough. I have sent pictures which show just how frightful the corrosion can be. Moral: don't drive 'em in the wet - ever.*



*Many aspects of the original design are hopeless. The boot lid and spare are far too heavy for the structure. I planned to lay the spare wheel flat above the tank, but it then intrudes into rear seat space; so I will replace the bench seat with two bucket seats to accommodate it. I have already dispensed with the absurdly heavy and uncomfortable front bench seat and replaced it with good quality single seats from the breakers.*



*Existing rear frame – a mix of (all rotten) wood, brackets etc and a steel frame - quite hopeless and practically impossible to re-create. Below the rear window and roughly welded onto rear wheel inner arch. This carried the monster weight of the boot lid - not tough enough. A crude solution.*

*However the problem presents itself-how to create an adequate frame carrying the entire rear end of the body and what kind of fixings to the body - so that fixings won't show on the flat external surfaces?*



*It's easy to fix the frame at its roots onto brackets welded to chassis, but at the upper levels it is not straightforward. The original fixings were wholly inadequate, and consisted of tacking wood and steel onto the lips of metal around the boot and rear window. And then once damp gets into wood - rot sets in and the little tacks become corroded.*



*On my car the inner arches and rear seat base were badly corroded, so were all cut out. The inner arch is a complex pressing and I may make the replacement of fibreglass. And arranging the door catch mechanism will be challenging. The junction of floor ends, running board ends and inner arch also complex. More challenges! When revealing the structure I got the feeling that the factory fabricators were making it up as they went along.*



*Fortunately on this car the Idler arm brackets are in good shape - corrosion at these points is common and it's very hard to get a decent looking repair.*

*They didn't make repairs easy. The construction of the seat is unnecessarily involved. Seat back and boot frame carrying boot lid etc all gone. All wooden straps, brackets, struts etc -all rotten. Inner arch and rear end of floor still to be removed.*

*I haven't decided how to rebuild the interior - wood or tubular steel frame - and maybe fibreglass to replace the long corroded away rear inner wheel arches. I did consider turning the car into a Woody - too much work - or a flatbed / pickup style - too vulgar!*

*All best for 2013, Gregor."*

If any members would like larger electronic copies of these photographs for a closer look at the details, they are obtainable from the online copies of the Globe articles on our website, [www.TROCltd.com](http://www.TROCltd.com). If you use Office 2010 or any modern image-handling program, the pictures can be enlarged considerably; they are high-resolution images.

It is clear from Gregor's comments that he is quite prepared to take liberties with the structure and seating of the car, in order to obtain a functional and comfortable car. This is an area where we all, as owners and custodians of a classic car, have to decide where we wish to draw the line: what compromises do we consider fair, and how far will we go in pursuit of the authentic original car? It is not always just a matter of taste or comfort, or even practical expediency and cost; there is also the issue of safety in modern road conditions. Do we fit flashing indicators? Seat belts? Most of us have had the necessary adaptations made to run on unleaded petrol, and I doubt that many feel they have in any sense betrayed the original essence of the car in doing so. But when you make one small concession to modern expediency, as is surely common sense... where do you stop? Do we continue to use cross-ply tyres, just because Triumph did not have radials available when they first built the car?

My own car is pretty well original, not because I've painstakingly kept it strictly that way, but more because I haven't actually done much to it at all. In consequence, as those of you who have seen it will testify, it's a very decrepit, crumbling specimen, to look at, although mechanically it's sound enough. But I have kept the cross-plyes, and I have to watch other traffic very carefully when turning, or in poor visibility, because it still has only trafficators and those old dim tail-lights, and no wing mirrors, which makes reversing quite interesting at times. But I enjoy driving a genuine 1951 car, just because that's what it is; and if others think I'm mad – well, that's their choice. I shall stick to mine, as long as it lets me. One of the nicest things about our Club, I feel, is the genuine toleration and respect we all show towards the choices others have made. (Although it IS true we haven't got any members who have hot-rodded their cars. That might be a bit much to swallow.) But not all clubs are like that; fit the wrong bonnet-catch on your MG-A and you can expect very snooty looks in some parts.

There is also the paint finish. Chris Hewitt, our esteemed Chairman, has a magnificently-restored TDC, gleaming, showroom-perfect. But when he first saw mine, I felt there was just a twinge of regret when he said "That's the colour mine would have been – Jade Green – we got quite close, but it's not exactly the same." Modern paint, of course, has body coats, then the metallic effect, and then a lacquer gloss on top. The original was a very early form of one-coat metallic. The modern one is a far superior finish – but you still have to make your choice.

However, when we look at the level of design and the methods of construction used in the Renown, we must avoid making 21<sup>st</sup>-century assumptions. Gregor says he feels, opening the bodywork up, that the workers in Coventry just made it up as they went along; well, essentially, they DID. That's what 'coachbuilt' means. Building the body, they had the wooden frame – not quite the same shape – and the set of body panels; there was a way it was meant to go, and the skill of the coachbuilder was to come out with something the doors would fit into and stay closed when you shut them. She was an old-fashioned car, deliberately, in the styling; and if you're making a low-cost copy of a Bentley for the aspiring middle classes who want to look as if they've arrived, what would have been the point of a sweeping innovative all in one body shell pressing?



**TENUOUS BUT TRUE**

You might, if you're lucky or particularly cultured, have missed a popular song craze from the far east last year, called "Gangnam Style". It featured a stocky but vigorous chap called PSY, some energetic dance steps with rapid arm- and leg-switch moves, provocatively-dressed skinny young ladies (of course) and very rapid cuts in the video editing.

This style was easy to parody, and a number of take-offs appeared; but one on the internet which 'went viral' was by a sixteen-year-old Wyll James and his friend Mateo Jarvis (in the shades, and looking very much like PSY). It was called "Norfolk Style", and our interest is because it mentions a tractor – and if you need a tractor, the little grey Ferguson that shares the Standard 2088cc engine with our cars can never be far away.

An extract from Wyll's lyrics:

Sittin' on a hay bale in the middle of a field  
Waitin' for my dinner, tatoes nicely peeled  
Sittin' in my garden with a mug of nice hot brew  
There is nothing better than a nice hot stew  
I like welly boots  
I like milking cows and sometimes even goats  
I can't read or spell or even write a note  
Don't go out nowhere without my old ripped coat  
Without my coat

Cuttin' trees down  
And driving tractors  
That's what I like, that's what I like  
Cuttin' trees down  
And driving tractors  
That's what I like, that's what I like  
And that's just the way I like to live my life  
We got Norfolk Style



If you wish to find this internet phenomenon, you can do so by inserting the text below into your web browser, or going to You Tube and searching for "Norfolk style". Be warned, however – there's not very much about the tractor.

<https://www.youtube.com/watch?v=nFBoeZm7-u4>

March 12, 1952.

The Motor

# —The Triumph 2-litre Limousine

A Well-made Motorcar  
Equally Suitable for  
Chauffeur or Owner-  
driver

**T**HE Triumph Limousine, which was first introduced in 1951, is designed for a specific and somewhat limited purpose.

The ability to maintain a professional driver does not necessarily carry with it either the financial means or the desire to possess a large and powerful vehicle. The idea of creating a body style in which the backseat passengers can seal themselves off from the front compartment has several attractions, notable among them being the extra silence and general detach-



TRADITIONAL LINES have a functional aspect, both side-lamps being visible to the driver through the large windscreen.

ment thus gained, together with a degree of privacy which permits conversation to be maintained without the knowledge that the driver is automatically involved in the process.

Possession of a compact five-seater following the limousine pattern might well make one car adequate where two vehicles had hitherto been used. The business man, wishing to be driven to his office, can send back the car for the daily domestic tasks and at the same time have at his occasional disposal a dignified carriage suitable for transporting himself and his colleagues to meetings and conferences. Similarly, the Triumph when owner-driven provides, both in size and appearance, an attractive weekend conveyance carrying up to five



SMART CARRIAGE.—The dignified external lines of the 2-litre Triumph Limousine are similar to the better-known saloon model. Recently the wheelbase of the latter has been increased so that both types now use a similar chassis.

passengers and their luggage with a degree of performance which up to the time of the commencement of the second world war would have been regarded as the prerogative of the sports car.

It must not be imagined that all these advantages are gained without some slight sacrifice. The bench-type seat which is shared by the driver and front seat passenger is non-adjustable and fairly upright in its stance. The car now under review was driven for several hundred miles by a six-footer without any signs of cramp or discomfort but it must be confessed that anyone abnormally tall would do well to study the driving position before placing an order. By way of compensation, the upright seating gives extremely good visibility, particularly in fog, and in fact when some passengers were observed to be on foot guiding their drivers it became possible, aided by a good foglamp, to proceed quite rapidly and with comparative ease.

The owner-driver will soon discover that the Triumph revels in fast, open-country work. Contributing largely to this is the Laycock-de Normanville overdrive which is fitted as an optional extra and which, in our opinion, fully justifies the increased cost.

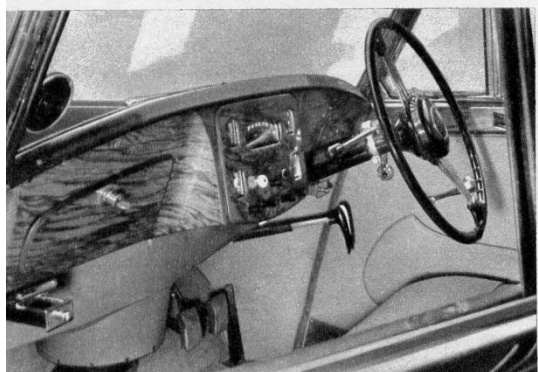
For those not familiar with this overdrive system it should be explained that a train of epicyclic gears is brought into action by a hydraulically-operated cone

clutch. The method of engagement is extremely simple. When, and only when, the car is moving in top gear, it is merely necessary to raise the steering-column gear lever an inch or so towards the steering wheel. No footwork is required and surprisingly enough the smoothest change is made when the engine is pulling hard. This alters the top gear ratio from 4.625 to 3.6:1. Changing down is again a simple affair of depressing the gear lever; with these twin top ratios the driver can achieve full power uphill and down dale for miles on end. A minor disadvantage occurs if it becomes desirable to change into second gear from overdrive because the lever must first be pressed down to its lower position; but in due course the owner will become accustomed to this.

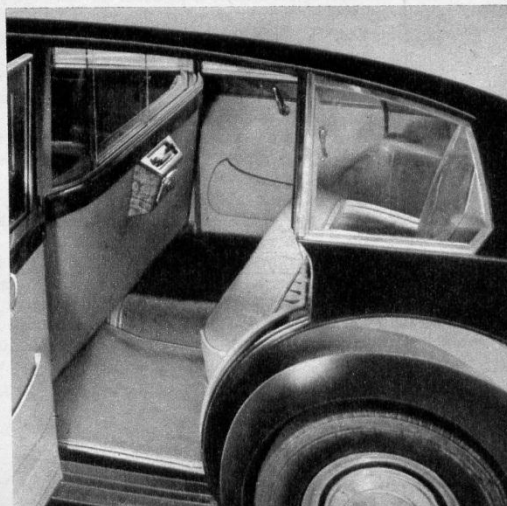
## Wide Ratio

The Triumph Limousine is a good example of the several 4-cylinder British cars which will benefit greatly when, it is hoped in the not too distant future, higher grade petrol returns to the pumps in this country. The gap between bottom gear and second as well as the subsequent ratio discrepancy is fairly wide and the increased performance which can be expected on high quality fuel will most certainly do much to bridge what is at present a certain inflexibility. There is also a tendency for the engine to pink at full throttle under heavy load.

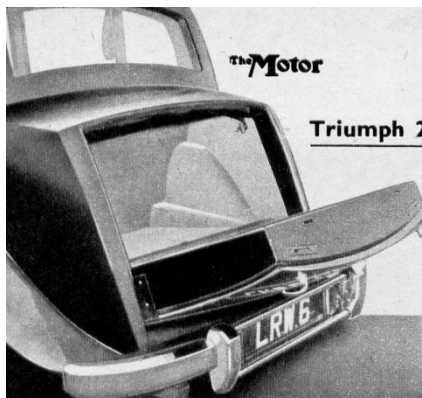
GOOD QUALITY fittings, with veneered walnut facia and trimmings, are features of the driver's compartment. Instruments on the car tested proved unusually accurate.



REAR-SEAT passengers, divided from the driver by a partition with sliding windows, derive comfort and pleasure from fine upholstery and woodwork. There is a conveniently-placed radio set in the light and roomy rear compartment.







HINGED at its base, and carrying the spare wheel internally, the boot lid makes a useful platform for extra luggage. The new rear window is much larger than that fitted to the earlier model of the Renown saloon.

From the driver's point of view it should be mentioned that the fascia panel, interior woodwork, and particularly the inside front door closing arrangements, blend well with the high grade leather and give an impression of quality characteristic of the better examples of the coachbuilder's art.

The steering mechanism could be a little lighter with advantage, but the clutch and accelerator worked smoothly and were well placed. The pressure required to operate the brakes on the car undergoing test was on the high side.

#### Good Lighting

At night the plain-fronted headlamps project twin beams entirely suitable to the surprisingly high maximum speed available. When dipped, the offside lamp goes out and the nearside beam is deflected along the kerbside in a manner which must provide reinforcement to the opinion of many experienced motorists who insist that such a system remains the safest and best for fast night driving. The side-lights are visible to the driver and a bulb failure would be plainly noticeable. The electric windscreen wipers sweep a reasonable arc and general all-round visibility, due to the style of the body, is first-class.

The sliding glass panels which separate the passengers can be, however, a source of annoyance to the driver if the interior mirror is used. Reflections from the head-lights of the Triumph are picked up on this glass and projected into the mirror with very disconcerting results and the only solution would appear to be either an anti-dazzle pattern or exterior mirrors mounted on the front wings.

For stowage purposes there are two lockers and adequate door pockets. The locker situated in front of the driver is fairly small but well-suited for such essentials as a piece of mutton cloth, a torch and a bottle of windscreen cleaning fluid, while that which faces the passenger can conveniently house a box of cigars or a lady's handbag. The latter locker is provided with a separate key which enables the car to be left, driveable, in the hands of a garage and at the same time enables personal possessions to be stored out of harm's way.

An interesting point about the Triumph is the retention of a radiator cap which is

the genuine article and not a dummy. This feature raised considerable admiration from all who observed it and a valuable lesson would seem to be that if traditional lines are to be maintained it is greatly desirable that functional fittings should likewise be preserved.

The tools are readily accessible under the sideways-opening bonnet and it is possible to observe the level of the battery without the aid of mirrors or an acrobat. General engine accessibility is likewise admirable and the dipstick can be withdrawn without the risk of a burnt hand or a deposit of oil on the sleeve.

It is, however, from the point of view of the backseat passenger that closest attention should be paid, because the owner of the Triumph Limousine will almost inevitably spend a fair proportion of his time as a passenger. We have said that this car is one which is capable of fast driving, and it is therefore fortunate that the rear seat ride is not only equal to many other good modern examples in town and urban areas but proves quite exceptionally satisfactory over all manner of surfaces when driven hard in open country. The Triumph Limousine corners no more than reasonably well from the driver's point of view, but to the occupants of the back seat the absence of roll, together with a remarkable freedom from pitch, contrives to offer a degree of comfort which, bearing in mind the comparatively short wheel-base of the car and the fact that the axle is located fairly close to the centre line of the rear seat, calls forth a very high measure of praise.

#### Heating throughout

It is possible to seat three people in the back with reasonable comfort unless they happen to be all of exceptional breadth. The rear seat is somewhat upright but support appears in all the correct places. There is a centre arm-rest to be used when two passengers are carried, and a large parcel shelf at the back of the rear squab. An ingenious arrangement, controlled from the front of the car, ducts some of the hot fresh air from the efficient heater on to the rear passengers' feet and subsequently through the back compartment. A wireless set was also installed for the benefit of the rear passengers and this, coupled with the admirable all-round visibility of the car, brings the standard of pleasure, when travelling over a long journey, to a high order. The four doors to this model are wide enough to enable the elderly to use the car with ease, and in this respect the retention of the running board plays an important part.

The luggage boot is commodious enough to carry three weekend suitcases and a lot of extra gear in the way of coats,

boots and similar inevitable impedimenta. The spare wheel is built, ingeniously, into the lid which when opened down forms a luggage platform and can be locked in a position suitable for that task. There is no doubt that by utilising this feature prolonged tours should be possible and the advantage of having a loading platform available at a moment's notice will be particularly apparent to those who live in country districts and therefore, from time to time, must take on awkward loads quite dissimilar from anything experienced by the town dweller.

#### Fresh Air

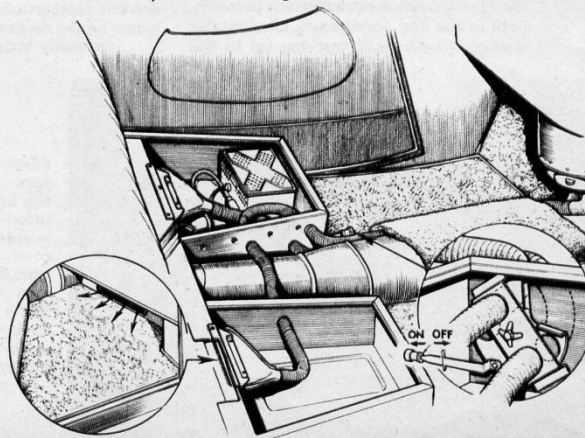
The limousine body is embellished with such useful adjuncts as pull straps and side arm-rests for rear passengers and adjustable elbow-rests for those who sit in front. For hot weather motoring the front doors have adjustable ventilators and although the heating system, already discussed, is supplied with fresh air through a scuttle flap, this can be closed in excessively cold weather without shutting off the heating system, which thus becomes a recirculation unit.

The Triumph Limousine is fitted with a substantial side jack which makes the process of wheel-changing a comparatively easy one. Maintenance generally is simple and straightforward. The instruction book provided by the manufacturers is a model of its type.

In operation the car starts easily and warms up quickly even in cold weather. The benefit of almost immediate warmth from the interior heater, plus the ability to see out of the car without undue effort in almost every direction, makes starting and garage manoeuvring in the morning a comparative pleasure. There is a powerful reversing light for nightwork and the instruments are most conveniently floodlit at will. It is, in our opinion, a mistake to locate the windscreen wiper control so close to the fascia panel light switch, because wiping a bone-dry screen by accident produces unpleasant results and considerable irritation.

To sum up, the Triumph Limousine is a fine all-round town and country carriage of compact dimensions and one which can be run at a modest cost. There must be many people throughout the world who will welcome the ambidextrous virtues of this particular model.

HOT AIR can be directed from the very efficient heater into the rear compartment, through conduits under the front seats.



## AN ANSWER TO OUR QUERY

In the previous edition we speculated about the condition of the oldest known surviving Razoredge, an 1800 TD 161 built in April 1946, which resides in Krinau, Switzerland. The owner, member Roland Gyger, has been in touch and writes:

*“Sehr geehrter Herr Stone*

*Herr Rust hat recht das mein Triumph immer noch in der Revision ist. Da meine Berufliche und auch meine Freizeitbeschäftigungen sehr viel Zeit in anspruch nehmen, habe ich leider sehr wenig zeit mich dem Oldtimer zu widmen.*

*Hoffe aber das dies bald ändern wird.*

*Mit freundlichen Grüßen aus der Schweiz nach England*

*Gyger Roland”*

In case your German is as creaky as mine, we can provide a translation:

*“Mr. Ruest is right that my Triumph is still awaiting restoration. As my career and other pastimes demand all of my time, unfortunately I have very little time left to devote myself to the classic car.*

*But hopefully this will change soon.*

*With kind regards from Switzerland to England – Roland Gyger”.*

We are delighted to hear that the car still exists, and is waiting for better times to come; Mr Gyger is certainly not alone in being in that situation, and we wish him all the best in his endeavours.

Lest anyone is thinking that Herr Gyger’s task is not so very great, let us share with you a photograph we hold of this car in its pre-restoration condition!



## THE AMERICAN EXPERIENCE

We know of several Razoredge cars in the USA, including three of the rare Limousines.

Member James Lea was pleased to get hold of one, last year, and his acquisition was described in a local paper in Maine, which we are pleased to reproduce here.

## MISS RUFFLE

Words and photographs by Russ Rocknak

James Lea has the best of both worlds: living and working in his home in Rockport, Maine and being able to divide his time to follow his passion of fine British marques.

A clockmaker by trade, James Lea is well versed in mechanical precision. This translates directly to the quality restoration of his 1951 Triumph Renown, nick names 'Miss Ruffle' for its original owner. Lea has several other British marques in his stable including a 1952 Triumph Mayflower, a 1958 Rover P4, a 1962 Austin Healey and a 1952 MG TD Vintage Racer, which is in the process of being restored and conveniently located in a room adjacent to his clock workshop.

Lea has always been attracted to British automobiles. *'When I was young, all my friends were driving hot rods and 1950 Mercs, chopped and channelled, and I was into British cars,'* he says. *'I didn't know why, it was just the way I felt.'* When Lea was a senior in high school he bought a 1952 MG TD that had been T-boned. The frame was sound, but the body was in tough shape. *"I paid \$150 for it and that was my first car. I fixed it up and drove that TD everywhere. Over the years I have had almost thirty British cars."*

Back in the 1960s, Lea lived in Toledo, Ohio, where he took advantage of the tracks at Elkheart Lake, Watkins Glen and Mid-Ohio. *'I raced a Bugeye for four years and then built a Formula Vee and raced that for two years.'* Babies came along and Lea and his family moved to Maine in 1970. He hasn't raced since.



Lea is getting back his racing mojo by restoring a 1952 MG TD Vintage Racer. *'I am not a body man or a paint man,'* he says. *'I am a mechanic.'* Lea's orderly shop has all the necessary instruments for such an operation, and the MG is coming back around in fine order.

The crown jewel in Lea's collection is his 1952 Triumph Renown Saloon four-door. *'I found this car in Tampa, Florida,'* says Lea. *'I had my friends from the Triumph Club check it out for me and they said it was a good, solid car, so I bought it and had it shipped up to me. When it arrived, it ended up not being the car I thought it was, but are they ever?'*



The car was bought new on April 7, 1951, by a Miss Gladys Ruffle on the Isle of Wight. She'd had the car for 27 years and was always driven around by a chauffeur, who polished the



car so much that he'd worn through the paint and into the primer. With Miss Ruffle, the car managed about 700 miles a year over the 27 years of her ownership. This consisted of putting in and out of Ryde, back and forth to the Church of St. John's or to the Cowes Regatta, and on summer picnics laden with crust-less sandwiches packed in wicker baskets. The Renown knew the best of the Isle of Wight.

*'I bought the car back in 2007 and since then have gone through everything, including the interior, exterior and mechanicals,' explains Lea. 'It was an extensive restoration. I even re-venered the dash by hand in English burrwood since rain had seeped in and ruined the original. The power plant is a 2088cc version of the famous Standard Vanguard four. It's a tractor engine in a car! The engine is a restored original and it's a stump puller. Even though it has so much torque, 55 miles per hour is about as fast as I've driven that car. It's not a big autobahn car, but more of an 'around the town' type of car.'*

One of Lea's favourite things about the Renown is that he has every piece of documentation associated with it: the original bill of sale, all of the maintenance records, the factory warranty-every piece of paper that you could possibly have, has stayed with the car.

The Triumph Club knows of only four of this particular model in the country, and one of them is a limousine. Lea has yet to show Miss Ruffle on the circuit, but is hoping that The British Invasion in Stowe, Vermont, will have the Triumph as their featured marque soon, and then he'll have Miss Ruffle out on the catwalk.

*TROC is grateful to James Lea and also to the original publishers Russ Rocknak / Mesh New England for granting us permission to publish in The Globe.*

*The featured car is TDB 3798 first registered as HDL 436 [Isle of Wight, April 1951]*

## AN ENGLISH ROSE IN TEXAS



A pair of limousines owned by a long-term member of TROC for many years were sold after his death, and both found their way to the states. David Pilcher, of Fort Worth, Texas, became the proud owner of one.

*He writes: "I believe there are one or two limos here in the USA, one in the Ohio / Iowa area that I keep hearing second and third hand reports of, and one other also in Texas. I've*

*seen that car (TDC 2100) and it has the TR3 engine/transmission conversion and no O/D. It is not a running car, but could be. The owner of that car is the one who introduced me to the seller of my car.*



*"This car had undergone a full body-off restoration in 2008, and had then been used for weddings. It was in fully driveable condition, and indeed was driven to Liverpool for the container crossing of the Atlantic.*



*"We are very much enjoying our time with Rose. She's a hit wherever we take her. The weekend she arrived in Fort Worth, we had some friends over for a 60<sup>th</sup> birthday party for Rose (she had her 60<sup>th</sup> in the container on the ship her first day out of England). The first picture is the friends that came to see her."*

David is at the back, in the dark jacket.

*"One week after arrival we journeyed about 45 miles to the north to attend a car show for "orphaned" cars (cars that have been out of production for*

*over 25 years like Studebaker, Hupmobile, Terraplane, DeSoto, and Triumph). All afternoon, there was a crowd around Rose. One elderly lady said she wanted Rose to carry her family to her funeral and another expressed an interest in using her in their wedding. The final picture is my 1949 Roadster "Tiffany" and Rose in my driveway.*



*In early April the Blue Bonnets start blooming on the sides of all the highways here in Texas. I found a nice patch and got a few pictures of Rose nestled in among the flowers. This picture is in the 2013 Red River Triumph Club calendar for the month of April. (Globe front cover picture)*

*In May and June, Tiffany and Rose attended two major British Car shows and another large Classic show in the Dallas area and took first and second in all three. September saw Rose in Austin TX for the largest British show in Texas where she took Best of Show. Over the last year, Rose has been asked to transport people to 6 weddings and a high school prom. All have had to be turned down due to Rose and I having commitments for the requested days. Rose is looking forward to a friend's wedding in May and my daughter's wedding in October.*

*Now that the weather has cooled, the chances to get Rose out for a spin have been reduced to an occasional spin around the neighborhood.*

**More pictures overleaf.**



**Rose in Triumph: Best in Show, at Austin, Texas.**

*"In October, we took Rose to the Vintage Triumph Registry (VTR) Annual meet in Galveston TX. Rose showed well and received a second place in the Concours d' 'elegance in the Historic division. A beautiful 1935 Gloria Southern Cross took first. However, Rose got her revenge the next day in the Autocross, besting the Southern Cross by 1.5 seconds."*

**Those of a nervous disposition might prefer not to look too closely at that – pictured opposite!**

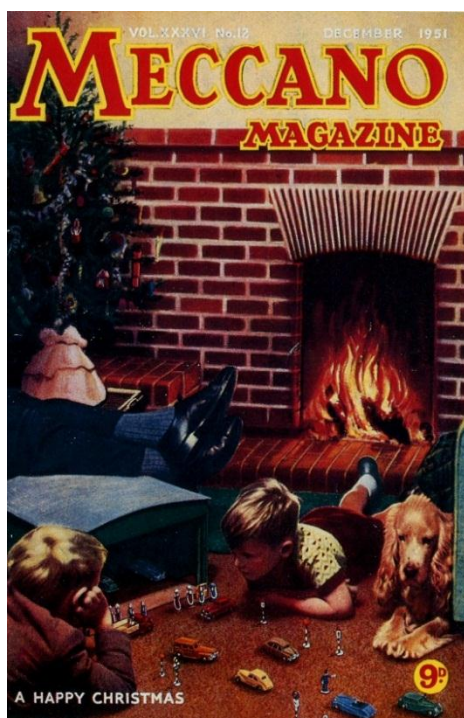






### OUR CHRISTMAS CHALLENGE FOR YOU

On that back cover illustration of our December GLOBE, our car was in the bottom left corner, just under the '9d' lozenge. But the artist had taken great care with the detail of the cars; these were not just generic 'a toy car... another toy car' pictures. Each one was a genuine Dinky model, and each was identifiable as a particular model of car. So: we challenged readers, **can you name the other seven, and the truck?** Two were particularly difficult, being in deep shadow inside the model garage.



Malcolm Banyer, proud owner of TDC 808 GPM 682, was up to the task. He pointed out that the 'garage' was in fact a model aerodrome; and went on to identify the cars as follows:

|                                                       |                       |       |
|-------------------------------------------------------|-----------------------|-------|
| In garage left, 38D Alvis sports tourer, made '40-'54 |                       |       |
| In garage right, 40D Austin Devon                     |                       | 49-60 |
| Red car                                               | 140B Rover            | 51-58 |
| Lorry                                                 | 25M Bedford N         | 48-63 |
| Fawn car                                              | 40E Standard Vanguard | 48-60 |
| Brown car                                             | 27F Estate car        | 50-60 |
| Cream car                                             | 40A Riley             | 47-60 |
| Blue car                                              | 140A Austin Atlantic  | 51-58 |
| Green car                                             | 40B Triumph 1800      | 48-60 |

He also avers that all the petrol pumps shown are of Dinky manufacture.

If anyone feels inclined to dispute any of these identifications, please feel free to write in; but no other entries effectively contradicted Malcolm's answers, so I have no hesitation in awarding him the prize, and

naming him our champion Dinky car-spotter 2012. He has earned a bottle of Kentish bubbly, which will be with him as soon as the Postal Service can manage in these snowy conditions.

## WE CERTAINLY GET AROUND

Some time ago the GLOBE featured on the front cover a Razoredge photographed in a museum of transport in Japan. Tom Robinson has now heard from a contact that the museum in question closed in 2008. All 201 cars were put into storage, and then in December 2011 the entire collection was sold and airlifted to China!



Even further away, this must-have accessory was photographed in Queensland, Australia, on a rally in 2010.

The caption explains that locusts had been a hazard on the run, and the screen was intended to prevent the radiator becoming clogged. It's not a problem we remember anyone mentioning at Broughton Castle, but if anyone needs such a screen, please contact the spares secretaries and we'll see what can be arranged.

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INSURANCE QUERY

Member Graham Sinagola has contacted us in connection with a demand made by a car rally organiser for an event he was thinking of attending with his Razoredge. They asked him to arrange public liability cover for a minimum of £2,000,000, and to produce an insurance certificate to this effect. Graham asked if this was normal, and if so where he would go to arrange this – his existing car insurance, or home insurance, or what?

John Bath replies: "This sort of requirement is very silly - in fact I would turn the matter round and insist on the Exhibitors having at least £5m cover for Public Liability before I would display my car!

"It's a good example of inappropriate "box ticking", I feel, and not something I've seen before, though in fairness, this sort of bureaucratic nonsense is all too prevalent in the UK.

"Presumably Graham's car has Motor Insurance which would include Third Party cover (another phrase for 'Public Liability' cover) which would greatly exceed the £2m requested, when the insured driver was driving it, both on or off the road, including at an exhibition or car show. The household policy would give no such cover.

"If I were Graham I would send the exhibitors a copy of his Motor Insurance Certificate and say that should suffice for the fairly innocuous risk of what I assume is merely a static display of individual owners' cars*."

* If Graham is organising a "stand" with other cars within the show then the situation would be rather different; and of course if there is any element of driving a competitive or timed course, we are into a whole different type of insurance need.

ADDITIONAL TIPS FOR WINTER STORAGE

In the December GLOBE we published a page of suggestions for the safe lay-up of a classic car during the winter months. This article prompted Jacques Faerber, a long-established member of the club from the French-speaking part of Switzerland, to write in with two further ideas which he recommends for your consideration. ** Note: as with all ideas and advice in the *Globe*, it is the responsibility of the car-owner to evaluate any action before undertaking it with your own car. If in doubt, seek professional advice.

Jacques writes:

I would like to give to the members of the club two ideas concerning the laying-up of our 'oldies' during winter. I had this from a professional mechanic who worked in a repair shop of engines in the 1940s–1960s. He had besides rebuilt the engine of my 1800 Saloon when my father owned it, in 1955-1956.

When the car is put in the garage for the winter, it is necessary to consider different points which were already described in the previous number of the Globe.

However, I did not see both the important pieces of advice following:



At the time of the lay-up for winter, it is necessary to remove the spark-plugs and to pour by means of a syringe a little Redex oil in the cylinders.

In this way, this oil is slowly going to come down along the piston-rings and to prevent segments from sticking in case of long immobilization.



Secondly, at the time of the restarting in spring, it is necessary to remove the rotor of the distributor and then to engage the starter-motor for a few seconds until the oil pressure is good. During winter, the oil inside the engine has drained down into the crankcase and the upper engine is dry. If the engine starts before the oil pressure has risen, there is a risk of causing excessive wear and stress until the oil reaches the whole engine. When the oil pressure is good, we put the rotor back in place and then starting up is possible in excellent conditions.

These are my modest contributions to the preservation of our dear (expensive) "Razoredges", with my best wishes for all for 2013.

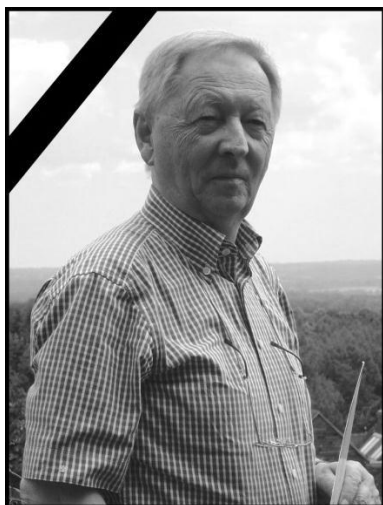
We thank Jacques for his contribution. Both ideas certainly seem to make sense, and we would be happy to hear of the reactions to these suggestions from other technically-minded members.

In Memory of Lothar Klementz, 1936 - 2012

By John Bath, TROC Historian

Along with those TROC members and Committee members who knew him, I was greatly saddened by the passing of Lothar Klementz, after a short illness, on October 14th 2012.

Lothar provided TROC with a regular flow of information on our cars and it was always exciting to get an email from him with his latest 'automobilia discovery', always bearing in mind the relative scarcity of any written material on our cars. Indeed, Lothar provided more information about our cars than perhaps any other TROC member, and despite being based in Germany, was also proud to be a member the RAC Club in Pall Mall, London. I shall also miss his wonderful Christmas Cards, always containing a Razoredge theme.



Lothar was born on 24th May 1936 in Beuthen, Oberschlesien. After WW 2 this town became part of Poland under the name of Bytom. Lothar later lived in Frankfurt in Germany, one of the great European financial centres, and he worked in several smaller private banks as CEO for most of his working life. After retirement, he used his past experience and numerous contacts to work as a consultant in his own business. Until his last days he was still active in his business, though of course in decreasing amounts in the last years.

Back in the 1970s and 1980s, Lothar's wife Henny ran an antique shop in Frankfurt, after both had developed a liking for old English furniture and paintings. They travelled to UK a lot in this time and Lothar developed a strong attraction to the British lifestyle and indeed all things British.

Lothar and our cars

His son Gerald explains the original connection: *"Although he did not have very well developed technical skills he was always interested in cars. The Renown was introduced to my father by his brother, Karl-Heinz Klementz, who is also a TROC member."*

My uncle was and still is a real car enthusiast, and he liked the British lifestyle as much as my father did. I don't know how or where my uncle found the Renown, but he infected my father with the virus and sold the car to him. My brothers and I could not understand why he so liked this, in our eyes, ugly car. We tried to persuade him to buy a more sporty car like an Austin Healey, but it had to be the Renown.

So the car gave us a lot of time together with our father that we might not otherwise have spent together. But believe me, it wasn't always fun, when we tried to explain technical things

to him, and when he had different ideas on how to solve specific problems. But finally we always found a way to manage things, and the car was kept in good shape right up to the present day. While restoring the car and collecting information and spares my father developed a new hobby in collecting memorabilia around the Renown and spotting the Renown on old postcards."

Lothar and the RAC Club

Lothar travelled to London regularly as part of his work and had a very good business partner, who was an RAC member, and later he became a member of this Club himself.

Lothar was a charming and generous host, as I was lucky enough to find out for myself, when having breakfast with him and grandson, Felix, one morning a few years back. Then my very next visit to the Club was for lunch with a business contact of mine who was thinking of purchasing a classic car, and one of the options was a Triumph Renown. Before we met, my contact had been looking for information on our cars, but did not know of my connection with TROC. I am not sure who was more astounded, when he pulled from his inside jacket pocket, a list of TROC club officials, which he had just photocopied in the RAC library from the inside front page of "*The Globe*", including the name of yours truly, at that moment sitting right opposite him; but the person who had organised for copies of the *Globe* to be kept in the superb RAC Club library was none other than Lothar.



And on the stairs at the RAC Clubhouse in Epsom, Surrey, there is a composite mural painting of a display of classic cars – and no doubt you can guess who made sure that a Renown was prominently featured in the line-up! Lothar's likeness is recorded for posterity there, alongside his car.

Visitors to the RAC Club in London will know that

there is always a car on display on the ground floor in a prominent position. Whilst not even Lothar could arrange for a Renown to be put on display, physically that is, he did persuade his grandson Felix to "Photoshop" one there and this wonderful "work of art" duly appeared on the cover of *The Globe* soon after, in the December 2008 edition.

I am very grateful to Lothar's son, Gerald, for help in filling in the gaps in my knowledge on his life and for contributing to this article which I hope goes some way to explaining his splendid contribution to the TROC Ltd - and our friendship - over many years, and I am more than happy to report that Gerald is keeping both the Renown and the collection of memorabilia.

On behalf of TROC Ltd, I send my condolences to his widow, Henny, to Gerald and his brother Christan and sister Daniela, and it should be noted that very sadly, Gerald's youngest brother Ronald died well before his time, four years ago. Besides grandson Felix, mentioned above, Lothar leaves behind no fewer than five grand-daughters.

John Bath