

THE GLOBE

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Ouch! That has to hurt...

EDITORIAL

Welcome to soggy, windswept 2014. This is really not the weather to be out and about in any classic car, least of all one with a wooden frame and prone to leaks around the window seals. However, we can all look ahead in anticipation of warmer drier months to come, and to aid and encourage us all we have an extended collection of events, shows and rallies for you in the following pages. Hopefully all European members will find something of interest there. I have not attempted to cover any events from other continents because our memberships there are so far-spread that it would not be likely I could find anything both near you, and to your taste. Personal interests in car rallies vary so widely - some revel in the huge meetings where there are hundreds of cars, funfairs, and multiple attractions; others seek smaller, more informal gatherings.

Within the Events Listing there are further details of our Summer Rally on July 13th including the selected hotel for those who would like to join for a meal on Saturday night.

On page 112 we have the official announcement of our Annual General Meeting, with the agenda. Please do give that a moment's thought, and consider attending if you can: we need the feedback and support of members, in order to ensure that the Club is doing what YOU want it to be doing. If you have any strong feelings, ideas or suggestions, do please communicate them to the Chairman or another member of the Committee – our names and addresses are opposite.

Other items in this *Globe* include Tom Robinson's fascinating and detailed exploration of the Renown Limousine, and another account of a breakdown. Honestly, Renowns aren't *that* unreliable (Panto chorus: 'Oh yes they are!') – but it's when they go wrong that we are given something to write about. It may be very pleasant to have a successful, uneventful trip out on a good day, but none of you write to tell me about it, or send pictures, despite the fact I keep asking for them. When the wheels fall off, then it becomes newsworthy. And scary, we might add.

Finally, members who have been with us for some time will be saddened to learn that Ian Fenn of Potter's Bar has died.

For many years Ian, with his wife Rosemary and two friends, was a consistent supporter of our Annual Rallies in his car TDA 970, and we have happy memories of our meetings over the years. Those early gatherings were enhanced by his support and friendship.

To Rosemary, we extend our condolences.

Editor

Our cover pictures for this issue:

Front – Dirk Devogeleer's ruptured engine block. We have seen cut-away diagrams of engines revealing the inside workings before, but not often real-life examples like this, thank goodness. Nor are they generally created whilst overtaking a hazardous truck on a motorway.

Rear – Waiting for the rescue services whilst trucks thunder by, rocking the car. Every picture tells a story; see page 113 for the full story behind these two.

Both pictures – Dirk Devogeleer.

FORTHCOMING EVENTS

A list of suggested events which might be of interest to help you plan your motoring events. If you know of a good event in your area, please recommend it. Emails to the Editor.

First Saturday of each month The Gibraltar Classic Vehicle Association is a small but active group for any classics, which holds a meeting on the first Saturday of each month except August (“too hot”), in either Casemates, in John Macintosh square, or on the Sunday at Ocean Village. If it’s raining, the meeting is usually cancelled. (What a luxury to be able to have a rule like that! We’d never manage to meet, in the UK; or so it feels.) Attendance varies depending on how relations stand on the border.

February 15th – 16th **Great Western Autojumble**, a Footman James car show and huge autojumble at the Shepton Mallet showground, Bristol – anyone in need of parts?

Sunday 16th February **Brooklands Winter Classic Breakfast** – from 8am – 9:45, £12 for entry and a good breakfast; the Test Hill will be open, weather permitting. Some of the most significant historic items from the early days of British racing cars and aircraft are housed here.



Brooklands was flooded! Their website says: With the River Wey, which forms the western border of the Museum site, rising fast on Christmas Day, Staff and Volunteers left their family celebrations to move exhibits, vehicles and archives out of harm’s way, so that the damage caused by the flood waters that rose overnight was minimised. Boxing Day saw up to 18 inches of water in the Edwardian Clubhouse and lower levels in the Motoring Sheds, but by the weekend most of the water had drained away and teams of Staff, volunteers and specialist contractors set to work to enable the Museum to reopen just a couple of days later than planned after the Christmas break.

Museum Director Allan Winn says: “The damage could have been far worse than has turned out, thanks to the Museum team’s comprehensive disaster recovery planning, the selfless efforts of staff and volunteers who came in on Christmas Day, and to the massive flood scheme which was installed in 2006 as part of the Mercedes-Benz World development next door to us. We’ve been hugely impressed by the speed with which our insurers and their specialist contractors have responded to ensure that our site and buildings are cleaned and dried out.”

Sat 22nd February **Paddy Hopkirk Gala**, at the Titanic, Belfast, including a cavalcade of classics, celebrating the 50th anniversary of Paddy’s Monte Carlo Rally win. Although Paddy was best-known for his exploits in Minis, the first of his five wins in the Tour of Ireland was in a TR3A.

Wed 26th February **Show'n'Shine InCarNation** at the legendary Ace Café, on the North Circular. Are you one of those whose Razoredge is gleaming and polished in every possible place? Why not take it along to the Ace Café and show the Hot-Rod and Cruiser chaps how to do it in style? Evening meeting, starts 4pm, booking essential on 020 8961 1000 .

Friday 28th February **Jaguar Enthusiasts Club Racing Track Day**, Brands Hatch, Kent. Classic Jags in action.

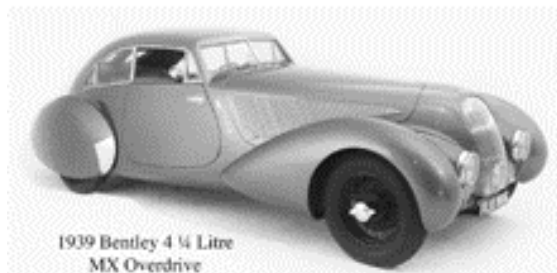
Saturday 1st March **Tour of Cheshire Historic Road Rally**. Not likely anyone would want to take part in a Renown, since this is a competitive timed rally – you need an MSA competitor’s licence, and ordinary insurance would be invalidated – but you might like to turn up and see classic pre-1960 rally cars roaring their stuff. The 2005 event was won by a TR3A, but Escorts and Porsche 911s are more common on the honours board. Find details at <http://www.knutsfordmotorclub.co.uk/>.

Saturday 8th March **Club Triumph Holland** welcomes any UK Triumphs to join them on a five-hour overnight rally using Tulip maps, the **Nachtrit van het Oosten**, around the narrow country lanes of the Netherlands. Known as “the Chinese Rally” because it begins with a Chinese meal – what a great idea!

Sunday 9th March **TROC AGM** at Gaydon Heritage Motor Centre, Warwickshire, 10:30. The official notification and the agenda for the meeting appear on page 112.

Saturday 15th March **Malvern Heavy and Light Commercial Vehicle Show** at the Three Counties Showground. If the development of haulage and transport engineering fascinates you, this is the place to be.

26th – 30th March and auction on Sunday 13th April **Essen Techno-Classica 2014**. Essen, in the heart of industrial Germany, has Europe’s largest indoor classic car collection. 17 halls of exhibits and activities, including an auction of 80 high-price classics. This is the ‘rich man’s toys’ end of the market. If you fancy a 1939 Bentley, a Ferrari Testarossa, a choice of 20 Moto Guzzis, or a rare 1923 Indian Scout with sidecar, do pop along.



1939 Bentley 4 ¼ Litre
MX Overdrive



1923 Indian Scout 600 with side car

Second Tuesday in the month April onwards, at the **Queen Eleanor pub, Newport Pagnell Road, Hardingstone, Northampton NN4 7JJ**: an informal gathering for all classic and interesting cars and bikes. Starts from 6pm.

Saturday 10th May

Street Life Museum, Hull. A classic vehicle rally set in the heart of the historic Museum Quarter, located just on the outskirts of the city centre. This is a small and intimate event, hosting up to 35 historic and classic vehicles; the event starts from 9:30 am and lasts until the middle of the afternoon. All different makes and models on show.



25th-26th May

Prestatwyn Car Show has a choice of road runs through the magnificent countryside of North Wales – phone Tim Williams on 07788 598 991 for details.

Sunday 22nd June

Standard Triumph Marque Day at Brooklands. There will be a substantial TROC presence – if you are able to join us and bring your car, please let Chris Hewitt know, so we can arrange enough space – contact details inside front cover. This is a chance for those southern members who find the annual rally a bit distant, to line your Razoredge up with others and meet other members. If you don't know Brooklands, you really should – there is more great British history here than you can shake a stick at.

Sunday 29th June

Ilkestone Heritage & Classic Vehicle Show, in the historic market place. A free family event. Telephone 0115 944 3944.

Sunday 29th June

Lymm Historic Transport Day: on the last day of the Lymm Festival, this is a wide-ranging collection of 1940s and 50s nostalgia – a Razoredge would be perfectly in keeping. Visit the website at www.lymmtransport.org.uk for ideas and details. If you go, see if you can spot those two decaying Renowns Graham Sinagola photographed, and try to get the Commission numbers!

Sunday 13th July

TROC Annual Rally 9:30 – 5:00 at RAF Cosford Aerodrome, near Shifnal, Wolverhampton. The base is still a 'live' RAF base, principally for training and aeronautical engineering, but also has an extensive museum (entry free) covering the 75 years of Cosford history and other significant aeronautical events. The impressive and thought-provoking Cold War Exhibition was opened in 2007.

The Mayflower Club will be joining us, and a relaxed and convivial day is expected. If you have not attended a TROC rally before, please consider coming along – you won't regret it.

We have a special rate arranged at the Park House Hotel, Shifnal, for one or two nights as you wish, and a dinner on Saturday evening for all those members and partners who would like to come along. The

hotel has an indoor pool, spa bath and sauna; it accepts pets. Nearby attractions include Boscobel House, the amazing Ironbridge Gorge museums, and shopping in Telford. Phone 01952 460 128. Park Street, Shifnal, Postcode TF11 9BA. It's £90 for a double room, bed and breakfast; £75 single.

13th – 17th July

Unfortunately this one clashes with our Rally, and you'd need a Volvo not a Razoredge, but otherwise the **Indian Trail** rally might be of interest? 7,400 Euros per participant, includes flight for 2 drivers and the car from Amsterdam to Panama; you drive from there to Alaska, and fly back to Amsterdam. (And you thought Shifnal was a bit far?)

Saturday 4th October

From Jacques Faerber, in Switzerland:

4 October 2014
in Morges, Switzerland
on Lake Geneva



We wish you a very **Happy New Year**, full of good health and many enjoyable hours driving your British car. The photographs of the 2013 edition are now on the website at http://www.british-cars.ch/photos_a.html

For the 2014 edition of the Swiss Classic British Car Meeting we have one anniversary celebration: **ROLLS-ROYCE** will be celebrating their 110th anniversary, in the chateau grounds for the older models and a reserved area in the ornamental Park for more recent models. **Motorbikes** will again be grouped together on the quay next to the Old Port.

The quays will welcome all other British makes and models, as long as they are 20 years old or more.

We also would like to remind you that entrance to the Swiss Classic British Car Meeting is free to all participants and the public thanks to the generosity of our sponsors.



Photos: Jacques Faerber

If you are out at an event, or out with your car, DO please send us a photo or two and a brief account. Especially overseas members!

NOTICE**TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED Reg No. 2886923****THIRTY-EIGHTH ANNUAL GENERAL MEETING
SUNDAY MARCH 9TH 2014**

To be held at the Heritage Motor Centre, Syndicate Room 7, commencing at 10:30am, when tea and coffee will be available. We hope to complete the formal business by lunchtime, which will leave members the rest of the day to look over the museum.

AGENDA

1. Chairman's welcome and 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 account
6. Spares Secretaries' reports and adoption of the spares account
7. Historian's report
8. Election of Committee Members for the term April 2014 to March 2015
9. Date and venue of the next Annual General Meeting (to be advised by the Globe magazine)
10. Any Other Business

Members are reminded that any fully paid-up members of TROC may offer themselves for election to a committee post. Nomination forms are available from the Club Secretary, and must include the approval of the nominee, and be proposed and seconded by two fully paid-up members; such nominations to reach the Secretary by Friday February 14th 2014.

Bradford Telegraph and Argus, 30/12/2013

Police are appealing for information after thieves broke into a garage at East Castle Street, [Skipton](#). The burglary is believed to have happened between December 7 and 23 and missing is the rear wing for a 1950 Triumph Renown.

"An offender carrying such an item would stand out," said a police spokesman.

Contact PC Andrew Hanks on 101 or call Crimestoppers on 0800 555111, quoting incident number 12130221669.

Bradford Telegraph and Argus, 30/12/2013

Straight Eight Logistics (www.straighteightlogistics.com) say:

We will be sending two lorries down to the **South of France** in the last week of February to collect competitors' cars from the finish of **HEROES Winter Challenge** (http://www.craevents.eu/Events/winter_challenge/winter_challenge_2014/). We will have plenty of space on the way down so please do get in touch if you are interested in moving your classic to France at a special rate.

[Editor's note – this does not imply TROC endorsement of the company – we are just passing on their offer!]

THE ADVENTURES OF AN INTERNATIONAL RALLY-GOER

By Dirk Devogeleer

Last year on our way to the annual club rally the engine on the Renown failed.

While overtaking a perilous-looking truck the engine let go in a cloud of smoke. We made it to the hard shoulder of the highway and had to call in recovery to get us home. Determined to make it to the rally, we stowed all the luggage into the Roadster and set off the next day for another try. At about the same junction, the Roadster thought it would be a good idea to sympathise with his stable mate and the fan-belt let go.



Retired hurt – the Renown is transported back home.

Normally this would not have been a big issue; I have spare belts. However this time they were still in the garage, and not in the tool kit as usual. We had to call recovery again, but this time we managed to find a DIY shop open that sold us a belt from a lawn mower of about the correct dimensions. With this one installed we limped home, installed the correct new belt, and were on our way again. We attended the rally at Rockingham, and returned home safely.

The Renown came with her original engine as a spare in the boot, but as that engine needs to be overhauled I thought it would be quicker to get another second hand engine and have the car on the road again while waiting for funds and time to rework the original engine.

Early in November we found a good working engine in the UK and we drove over to pick it up. It turned out to be a Vanguard engine, but apart from being rather dirty and having the starter gear teeth mashed up (I can only assume from trying on a 9 teeth pinion on a 10 teeth gear ring) it looked the part.

The removal of the blown engine revealed the extent of the damage:

The engine casing was cracked level with piston #2, and a whole chunk was missing out of the side. The hole also spanned the internal reinforcement web, so there was no way it could be stitched back together and still used.



That doesn't belong in there...



The whole piston was missing, and I can only assume that this is the source of the chunks of molten metal in the sump. Half of the liner was gone, together with the exhaust valve and pushrod. The con-rod was bent at the small end but not broken as I first assumed.

On removing the sump all the missing parts were located, but the first thing that greeted me was the distributor drive cog off the camshaft, which had broken in 3 parts.



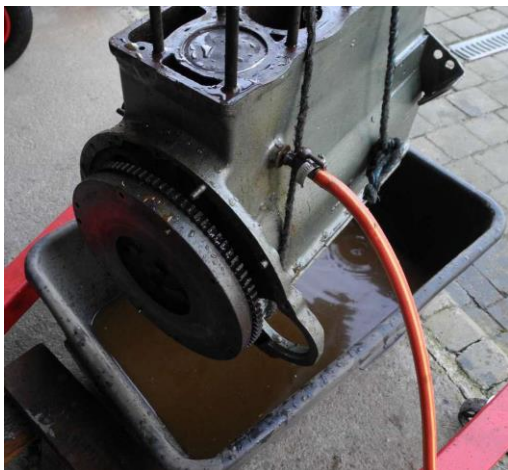
Pieces recovered from the sump.

I am still none the wiser as to what happened. Could it be that the extra demand on the engine had caused oil starvation and causing the camshaft to break, dropping the middle part into the engine where it contacted with the conrod and piston on the way down, causing the damage? Or did the piston disintegrate, blowing a hole in the liner, and freeing up the conrod to play havoc with the engine casing, camshaft, oil pump and so forth? All the damage seemed to have occurred in region of cylinder #2, and everything else, except for one cam follower on cylinder #3 that had broken in half, was in good condition.

[Ed: The oil remaining in the first sump picture, above, looks emulsified, as if mixed with water and turned into a thick froth. With prolonged high-speed running, this would fail to have the proper lubricating or cooling effects, and could then have caused the failure. No doubt our experts will tell me if this might be a correct diagnosis!]

Whatever the cause, this engine casing's only future use would be as a big paper weight or to yield useful iron to make a few cans of baked beans. From the condition of cam-followers, rocker shaft, valves and valve seats, even the main shells and thrust washers, it was clear that the engine had been overhauled as the previous owner had claimed, so I removed everything that could still be used before junking the old casing.

The second hand engine was given a good wash down and I removed all auxiliaries that could snap off during the handling of the block into the engine bay. It was when I removed the copper cooling water drain that things started to look less favourable. Where there was supposed to be a hole, I could not even get a screwdriver through; the block had completely silted up.



I tried to flow water through from the front, from the heating take off on the head or from the drain, but no amount of pressure could establish a flow...

The only solution was to remove the head and see if I could free some passage from the top down.

Acid dipping would have been the preferable solution; however this would mean a complete strip down and rebuild, which I was trying to avoid. We went to work with a pick and managed to establish some flow, after which it became easier and even more rust, scale and junk dislodged and left the engine, until the water coming out stayed clear.

However, now that the head was off more issues were apparent. The head was badly pitted and the valves were stuck in the guides. Shaun, my neighbour who works as a truck mechanic, cleaned the head in their industrial parts washer and I set out trying to regrind the valves. After an afternoon of grinding I was getting nowhere and put the head upside down, filled the combustion chambers with petrol and watched to see





which valves still leaked. Out of the 8, only 3 were even marginally tight, so it was clear that in this condition this head would be of no use.

The head of the destroyed engine, however, looked as it had been recently converted to unleaded and was reasonably clean. However the exhaust valves seemed have a lot of play inside their guides, which was surprising. Could it be that the rebuild had skimped on four £4-each valve guides? Or were these the normal tolerances?

Being however the best head I had, it was going to be pressed in service again. One of the other heads yielded a usable exhaust valve, the valve springs were compared and the best ones installed, and the rocker shaft also looked new with no wear or marks on the heads so also was reused.

Next came the clutch kit I had bought from Moss, but the release bearing was of a different type, missing the 2 “ears” to install it inside the release fork; so again the old release bearing, with plenty of life left in it, was left in place.

I then set out to steam-clean the engine bay. Steam cleaning consisted mainly of the use of a (borrowed from my wife) steam generator, to transfer all the grime and oil from the steelwork onto oneself, after which you can get rid of it under the shower by using strong chemicals, pumice stones and wire brushes. You then can recover all this from the clogged drain and dispose of in an environmentally friendly way. Once all that is done you can turn your attention to the treatment of burn wounds, before using even stronger chemicals to return the borrowed steam generator to some state of cleanliness. (This task you will evidently fail, which will be discovered the next time the generator is used to clean the living room curtains.)



Still the result was impressive, a quick refresh of the paint and the engine was ready to be slotted in. Not without trouble, however. The engine and gearbox would not line up. Investigating the cause revealed that the gearbox mounts had sheared off. More to be dismantled! Also, as the gearbox has to come out, we shall take the opportunity to install the spare overdrive box purchased many moons ago.

That story will have to be told in a future edition of the Globe, for I have run out of time and the demands of work mean I shall not have the pleasure of confronting any more surprise challenges for several weeks.

All pictures by Dirk.

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.

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.

WANTED – TDC Triumph Renown – in good condition, ready to use. Contact John Hogan on 01763 260 745 or email at BenandPaula@aol.com .

WANTED - Triumph Renown - must be mechanically sound. Details to David Morgan on 01436 842952 (Kilgreggan Scotland)

WANTED – the following parts for 1954 TDC: locking petrol filler cap; gearbox internal cover, 33” end to end; rear wheel arch alloy trims; interior light black dashboard switch; metal door retainers, curved, approx 3”; rear axle bump stops. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE – TDC 1080 DL I currently have 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

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 - 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, for a TDB model: front doors both sides, rear doors both sides. All have glass and chrome parts. Only two door handles. Pair of front inner wings, one needs slight repair. Would swap for a TDC pair. Offers invited.
Andy Kemp 01206 825319 or email andylinandslasher@btinternet.com

BREAKING TD FOR SPARES, good front wings, all body/panels and glass available, rear axle complete, radiator and grill, other parts available please ask, sensible prices to clear. Contact Bob on 01959 533216 (near M25 J4).

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. Contact Irving Dalton on 01430 860 833.

FOR SALE Pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833 or Email sue@sdalton.plus.com

FOR SALE rear jacking points for TD and TDA models £58 each plus UK postage, overseas £43. Reconditioned RF95 voltage regulators – exchange only £75. For details phone 02380 734 832



FOR SALE: 1951 TDB, in first-class condition - no expense spared, as you'd expect in a car in regular use as a wedding car. Offers in excess of £10,000 to Michael Parkes on 01384 897 434 or 07881 812 548.

FOR SALE: two Razoredges, non-runners, for parts, or possible restoration project. Contact 07795 832 027 for details.

FOR SALE, PREFERABLY IN ONE LOT

Mrs Lillian Fisher, of Hepworth near Doncaster, would like to dispose of her late husband's collection of Razoredge cars and spares to someone who will appreciate them and will carry forward his intention to restore at least one viable vehicle from them. There is one complete car, nearly a runner but needing work; two other mostly-complete cars, and a large quantity of spares. Tom Robinson has visited the collection and may be able to give further details. Please contact Mrs Fisher's daughter, Lian, on 07584 420 883 or Lian.Fisher@icloud.com.



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 postage and packing.

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 for reconditioning.

Also needed:

Clutch covers	Temperature gauges	Outer door and boot handles
Clutch centre plates	Carburettors	Water pumps

- all in any condition; contact Irving Dalton.

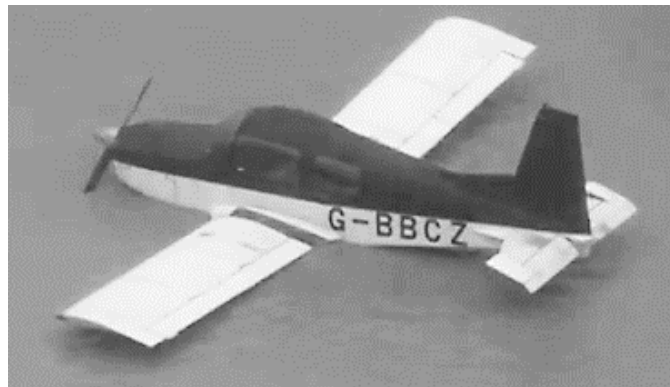
OIL FILTERS – AND OBTAINING SPARES GENERALLY

Irving Dalton's patient attention to detail has led to a discovery that the use of a readily-available oil filter which fits in some of our cars – though not actually the correct size – can lead to blocking the oil flow completely, unless a specific arrangement of washers is used in conjunction with the filter. The original manufacturer's recommended filter for our cars has long been out of production; *but the Club has arranged for the production of a suitable replica, and stocks are held for your use.* It's what we are there for. The moral of the story: please take advantage of the expertise and spares held by the club, when working on or maintaining your car. Don't flounder about in the dark; contact the relevant spares or technical expert – names and contact details are inside the front cover.

STATUS SYMBOLS

Footnote: this really is the ultimate in personalised plates. On recent TV news footage of flooding at an airfield in Redhill, Surrey, did anyone notice that this guy's got a great registration number for his PLANE?

It's not yours, is it Chris?



THE TRIUMPH RENOWN LIMOUSINE**Part two**

Tom Robinson

As I pointed out earlier, the Renown limousine was never going to be a big seller and after the production of TDC 2188LIM in October 1952 the version was discontinued, though as we know, ST was not averse to production of small batches providing Mulliner's had the conversion kits in stock and there was money to be made.

In the first part of my story I mentioned the non-adjustable driver's seat in the limousine. I had not given this point much consideration until I was invited to drive TDC 2017 [LVC 313]. What immediately became clear to me was that providing that the chauffeur was no more than 5ft 10 ins tall then he would be comfortable, but for someone like myself at 6ft plus, controlling the car was not easily accomplished. In fact, although it was unusual to be driving the limousine, after a few miles I was relieved when I handed the car back to its owner and relaxed into the comfort of my TDC.

Limousines then featured in my first visit to New Zealand, when Rik Gant introduced me to a one-time employee of Standard Triumph [NZ] who told me that TDC 2027 had come to that country for use by ST. Directors on their 1952 tour. Peter Faber, a one-time TROC member in NZ later told me that his records showed the car to have been eventually broken up in Auckland.

My next encounter with a limousine was in Switzerland where a very fine example [TDC 2030] resided. Originally registered in Cheshire as OTU 630 it had been in Switzerland for many years and the original Cotman grey had been replaced by an attractive scheme of cream with light orange wings. I first saw it there around 1980 through the kindness of our member Jacques Faerber.

In June 2000 I mentioned to the car's owner at the time that Patricia and I would be coming to Switzerland for our holiday at Weggis on Lake Lucerne. I regret to say that I have been unable to trace his name, but this gentleman very kindly arranged to meet us at Zurich airport and convey us to our destination in the limousine. This was too good an opportunity to miss! Sure enough, there at the airport our carriage awaited us. The trip was most enjoyable, sitting back in luxury and enjoying every minute of the drive that took around two and a half hours. An exciting situation arose as we approached a road junction – to the left a sign read St. Bernard Pass and to the right a sign reading Gotthard Pass. We took the right turn.

But we were scheduled for lesser things than an Alpine pass I am pleased to say, for we soon took a side road and on to our destination of Weggis on the shores of Lake Lucerne. After a 'thank you' drink in the hotel bar, the driver set off on his return trip to Zurich.



Decision time as we approached the junction for St. Bernard Pass and the Gotthard Pass.



The remains of a limousine registered BHC 836 found in a Sussex field in 2012



I have spent several years tracing and recording limousines and to date I have found details of 41 cars which is about 21% of the total produced. As it is some 60 years since they were built I suppose that is a good proportion. Of course there are always the ones one hears about but never track down. In 1986, I was reliably informed of a limousine in a shed at Morpeth, Northumberland but it came to nothing.

A not so clear shot of
TDC 2022LIM
registered OWA 943 in
Sheffield.

Note this car has black
painted headlamps.



John Bath recently unearthed an advertisement from 'Autocar' dated 31st August 1956 where a limousine was offered for £385!

1951 Triumph Renown, black, beige leather upholstery, fitted division, will make ideal hire car, fitted heater, many extras; £385; h.p. terms, part exchanges welcomed.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6660. [C3106



TDC 2125LIM [MYP 500] was first registered to . M.C. Wilson, Christchurch, Hants - a clergyman. Now at Automobiel Museum, Museum National, Raamsdonksveer, Netherlands.

Still extant www.louwmanmuseum.nl

Another example with painted headlights.

*Off for a trip in TDC
2125LIM a jade green
car and possibly the
finest original example
known to the Club.*

*The car survives in south
Wales.*

Photo J.M. Bath



V.E. 16/1B	<table border="1"> <tr> <td>H</td> <td>B</td> <td>U</td> <td>4</td> <td>9</td> <td>4</td> </tr> </table>	H	B	U	4	9	4
H	B	U	4	9	4		
Make	Triumph						
Type of Body	Saloon						
Model	Renown.						
Chassis/Frame No.	2173 LIM						
Engine No.	TDC 1175 E						
U.W./Capacity	2088 c.c.						
Date of First Registration	8. 8. 52						
Last Licence Expired	28. 4. 66						
Last Known Owner Name	Joseph Brennan						
Address	33 Haston Lee Ave Blackburn						

A typical UK registration card issued for all vehicles by the original registering authority.

In this instance by Oldham CBC.

Unfortunately around 1972 DVLA informed licensing offices that there was no further need to retain such records and consequently most were destroyed.


There had been an earlier attempt to concentrate individual card records in old aircraft hangars in south Wales with a view to putting all data onto computer, but the task appeared overwhelming and was abandoned.

I have recently been in touch with David Blackwell of the Standard Register and this correspondence has proved most fruitful on the subject of limousine production and has resolved some of the points I raised in part one of my story.

For instance, in part one I stressed that although a radio had been fitted in the partition on the first example, I had not seen it repeated. Mr Blackwell points out that in his opinion he felt that it was wishful thinking on the part of the Sales department, that Production and Finance promptly vetoed. A modified loom would be necessary, he went on to say, whilst the cost of radio and aerial would have reduced the profit margin. Moreover, the extra fitting at the factory may well have required a partial slowing of the production track. Purchase Tax would have increased and there may have been aesthetic objections too, the aerial detracting from the clean distinctive lines of the car.

On the question of special orders, in his opinion, Mr Blackwell had this to say concerning cars TDC 2189, 2190 and 3000. Early records showed merely the barest details and never the customer or destination. The same lack of detail also applied to cars TDC 2620, 2621 and 2622. In his opinion, providing there was some profit as well as goodwill advantage, Standard could be persuaded to produce a post-listing model, parts permitting, and he was almost certain that the Fergus cars [TDC 2620-2] were such. One conjectures that an American concern, say a hotel wishing to ferry guests to and from the airports, wanted a small fleet of distinctive out-of-the-ordinary Limousines and since all were equipped with overdrive they might have been needed to run on the freeways?

Unfortunately, Mr. Blackwell was unable to provide any reason why there was a change to the partition arrangement commencing with car TDC 2043.



Standard Register

Extract from the production records of
The Standard Motor Company Limited.

Commission No: TDC 3000 LIM

Type: Renown Limousine

Building Date: 5th October, 1953. Monday

Body Shell No:

Tyre Size:

Body Colour: Black

Trim Colour & Type: Brown Leather

Hood/Side Curtains Colour:

Delivery Destination:

Other Specifications and Equipment: Engine Number TDC 2277E

Special Notes:

for codes see reverse

Production certificate for TDC 3000LIM

How to get two Renowns into a shipping trailer



Karl Heinz Klementz shipped limousine TDC 3000LIM [lower] and TDC2775 off to a new owner in Bavaria.

A manuscript record of Hertfordshire RNK registration numbers reserved for British Rail vehicles.

781	4-2-54	801	14/1/54 (august)
2	6.5.54 (June)	2	26 (august)
3	25 MAR 1954	3	2.7.54
4	3.5.54	4	26/1/55 Feb
5	25 MAR 1954	5	23.10.53
6	25.4.54 (May)	6	23.10.53
7	2.6.54	7	21.10.53
8	6.5.54	8	31.10.53 (Nov)
9	25.4.54 (May)	9	21.10.53
90	25.2.54 (1-3-54)	10	23.10.53
1	25.2.54 (1-3-54)	1	2.1.54
2	27-9-54	2	21.11.54 (Feb)
3	26.5.54 JUNE	3	3-2-54
4	25 MAR 1954	4	25 MAR 1954
5	25.2.54 (1-3-54)	5	25 MAR 1954
6	25.2.54 (1-3-54)	6	25 MAR 1954
7	6.5.54	7	25 MAR 1954
8	10.9.54	8	25 MAR 1954
9	1-9-54	9	25 MAR 1954
800	6-8-54	820	25 MAR 1954

You will recall that earlier I had detailed TDC 2189/90 and 3000LIM to be a special order in October 1953. We know that RNK 806 was first registered 23.10.53 and you will see that the same hand recorded RNK 805 and 810 on the same day, so it is most likely that these numbers were used by the Triumph limousines.



A fine official ST photograph of a jade green limousine – possibly at Canley.

In the final part of my limousine story I will show some more examples from my photographic collection and tabulate details of all the cars I have been able to trace.

IN SEARCH OF A FONDLY-REMEMBERED RAZOREDGE

From Susan Ainsworth; replies to the Editor, please.

Registration No: JON 887

Colour: Grey - believed to be the original colour and resprayed by Dad in the same.

Date: 1949 (that's what we recall he said it was)

cc: 2000 (again we recall him saying it was a 2000 and not an 1800 but it had a right hand column shift and your website doesn't support a RH shift for the 2000).

My sis is younger than me and I probably have more fond/practical memories of JON as it was obviously called. When I was around 10 it was my job at weekends to polish the headlamps and wheel caps. I also recall how heavy the boot lid was to lift with the spare wheel inside. In spite of the weight of it, it was also my job to give JON a nudge over the lip of the driveway to enable it to glide down to its parking position at night without bothering to start the engine (us two girls were tomboys and pretty strong - just as well). My Dad had been in the Royal Engineers during the war and was always tinkering about with JON. I

remember him taking up the floorboards to work on the underneath. How handy was that! I guess it would be frowned on now by the purists but I recall he replaced the indicator arms with flashing indicators and made a little folding table for use by those travelling in the back.

Our Mum was often miffed that she couldn't go where she wanted when she wanted as JON would often be "unavailable" due to the continuous tinkering. I think our Dad enjoyed that as much as driving it. An embarrassing situation occurred when Dad came to pick my sis up early from school for a doctors appointment, swung in through the gates and a leaf spring promptly broke. JON blocked the entrance for ages until Dad worked out a way to jack it up and wheel it out on some sort of trolley he purloined from the caretaker. It was still there when the pupils were trying to get out and go home. Although my sis was too young to drive it she recalls being involved in the tinkering sessions and holding onto the nuts and bolts and being urged to try to remember the order they went back.

I learnt to drive as soon as I was 17 and recall driving the Triumph a few times down small Devon country lanes when on holiday a couple of years later around 1966/67 but found the clutch very heavy and the gear shift quite difficult - I had got used to synchromesh by then and a floor gear shift on another car our Dad owned. But oh the smell of the leather - Ahhhhhhhhhhh like the Bisto advert!

Sadly JON had to be sold after Dad had suffered a few heart attacks and it was just too heavy for him to drive never mind if he had to start it with the starter handle! I was wandering overseas by that time and couldn't take it on myself and my sister was at Uni. The story we recall was that an American bought it supposedly for a museum in the USA and he said he was from a tyre company. This was probably a bit of a story but I relate it just in case it did go to the USA. Hopefully one of your members might know.

I see there are only about 200 of them worldwide but the hope is that JON might be one of them. I have attached a photo of JON and my Dad with his ubiquitous fag attached. How he didn't blow himself up with his proximity to petrol I really don't know. Our Mum was always nagging him.

My sis and I would be most interested to hear if anyone does know anything about JON. Our Dad's name was Robert Hall in case his name appears on any log book as an owner.

