

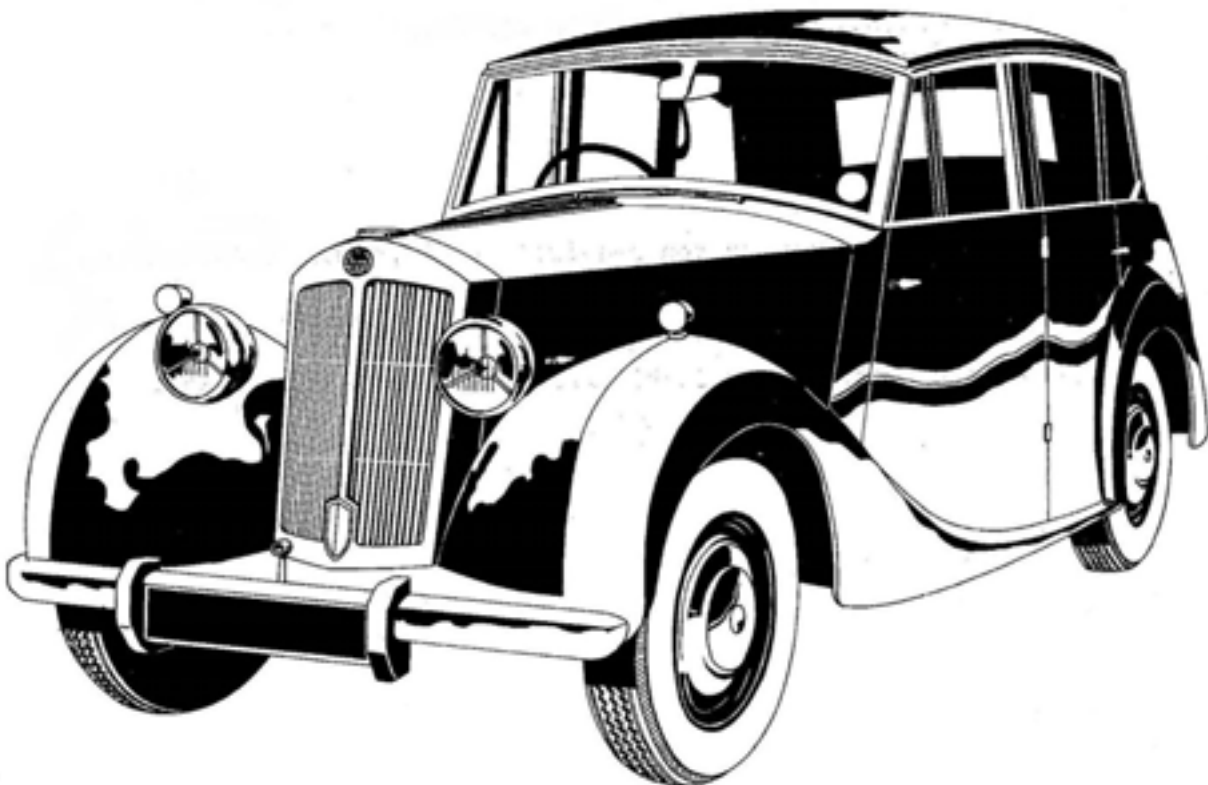


THE GLOBE

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Triumph Razoredge Owners Club

EDITORIAL

Dear Razoredge owners and followers,

Welcome to the first of our 'nostalgia' historical issues, in black-and-white not colour. We shall produce two of these nostalgia issues each year, in October and February, mainly for reasons of cost: all black-and-white printing is about half the cost of full colour, and it means we should be able to continue producing the Globe in this A4 format (as opposed to going to half this size, which would be cheaper to post) or reducing the number of issues per year. Comments from members in the past have supported both these ideas as principles, even if it means a small increase in membership fees – which might still be necessary for the 2017-18 year, even with the present savings. If you have views on this, do please express them to the Chairman Chris Hewitt, membership and spares secretary Bob Hobbs, or myself as editor. Our postal and email addresses are on the page opposite. **Feedback from members is always helpful, and we do respond to the wishes of our membership if we know your feelings!**

Because this issue is in black-and-white, we are focusing on historical items looking back over the history of the club and the cars. 1950s photographs don't generally have colour anyway! Those of you who occasionally submit items, images or ideas for publication (for which we are always VERY grateful) might like to bear this in mind. Some items might be held back for other issues if they particularly need colour images, or if they would look good in black-and-white – for example, Graham Sinagola's 1940s report in this edition – but they are ALL welcome. Do keep letting us know about things you spot, or places you visit in your cars. Without the 'community' feel provided by our members, TROC would merely be another marque of classic car owners. We share because we care!

Spares: Bob Hobbs apologises for the slow service at present on the "Everything Else Spares". He has been extremely busy for the last two months getting his Renown ready for a 2000 mile round trip to the far eastern side of Germany for his son's wedding in Meissen, Saxony. Doing a few niggling jobs uncovered a significant number of more serious problems that threatened to hazard the trip. It is hoped that normal spares service will resume soon.

Editor

We welcome new members:

1193 David Mann, who now owns OHN 671, TDB 3796 DL

1194 New owner of TDB 4545, 461 UXA

1195 Philip Jones of Ingham, near Lincoln, new owner of TDC 1730 DL, RCV 840 (currently on Eire plates as 53 C 29).

Our cover pictures for this issue:

Front – **Nostalgia issue:** we re-visit the front cover of the Globe as it appeared from 1976-1981, before printing technology made photographs easier to produce. The drawing shown was produced by Stewart Langton, one of our founder members, and still a Razoredge owner today. The issues before 1976 were simple typed and copied text. The advent of the computer and word-processing made the task easier from April 1992, pioneered by Patricia Robinson, and her original document is still the basis for each Globe!

Rear – **Historical moment:** the very first of our cars, Razoredge 1800 Town and Country Saloons, were sold in Switzerland, before they were available on the British market. This Swiss advertising from 1946 therefore represents the very beginning of the story. Inside back cover: contemporary Swiss launch literature in the *Automobil Revue* of Berne.

FOLLOW-UP AND FEEDBACK:**BENTLEY MARK VI AND RALLY ATTENDANCE**

We have received an informative letter from member Lloyd Evans, from Talgarth, Brecon.

In recent editions we have looked at the Bentley Mark VI, which one could imagine John Black taking as the model and saying to his designers: 'Make me a car like that, but at a price a bank manager could afford'. There are many similarities in points of detail, as well as overall appearance; and this Bentley was also their first which was offered as a complete car, with off-the-peg bodywork, although customers could still buy the chassis and engine and have the bodywork coach-built to their specifications if they wished.

Lloyd Evans agrees with the comparison, and he is in a position to know: not only has he owned a number of Razoredges over the years culminating in HRY 79, a Cotman grey TDC, but in July he also acquired GKU 500, a Bentley Mark VI, shown here. He says that although not perfect, it is a pleasure to drive.

He also comments on reasons why some members might be finding it difficult to attend the summer rallies. In his particular case this year, he was being ordained as a priest on the rally weekend. We congratulate him on this very notable achievement, and wish him well in meeting the challenges which will undoubtedly lie ahead.

However, he also says that as a person working during the week, the weekends are precious time, and the loss of any day can be hard to justify; and that the distance to most of our rally venues is a significant factor. He has in the past attended more westerly rallies – in the Cotswolds for example, which the Club has visited quite often. Obviously, though, moving westwards would make it nearer for some, but more distant for others.

One wonders if having smaller, shorter, regional gatherings would suit people better, in addition to the main summer rally. Since we are few in overall numbers as Razoredge owners, it might be necessary to involve other marques – either linking up with Roadsters and Mayflowers, or looking at the idea of local groups of Club Triumph. In the current edition of *Club Torque*, their monthly journal, they invite Triumph owners to consider setting up local groups to add to the existing ones shown on the map below. However, the distribution of existing groups clearly does not solve our problem – they are pretty much clustered centrally, and there are large gaps in outlying areas - the north-east and north-west, the west country, East Anglia, Kent, and the whole of Wales.

They do say that 'running a local group' need only be as onerous as you wish to make it; so just nominating one or two local events, or choosing a suitable pub and finding a convenient date for an evening or lunchtime gathering, would be all that needs to be done. In these days of Facebook and email communications, maintaining a list of interested parties and communicating with them is quite straightforward and inexpensive. I suspect, however, that most of our membership have already made their own arrangements, or are members of local 'all classics' clubs or informal groups.

Further feedback, comments and suggestions are welcome!





Existing Local Groups of Club Triumph, in September 2016

ITEM FROM FBHVC – INTERESTING, BUT STUPID

Conveniently appearing in time for this issue's black-and-white theme!

The Federation of British Historic Vehicle Clubs has learned from DVLA that the end date for black-and-white plates is linked to the Historic Vehicle tax class. That means that now, all vehicles built before the first of January 1975 can legally wear black and white plates – although they were not allowed to do so when first made, since the white and yellow reflective plates became compulsory for all new cars from the start of 1973. Um... 'Historic'? 'Authentic'? 'Original equipment'???

This means that you might now see cars with up to a 'P' suffix on black and white plates, where the last genuine ones ended with the L suffix.

It's all wrong, you know. Nostalgia's not what it used to be.



OUTINGS AND OTHER STORIES

Graham Sinagola and his wife Susan are 1940s nostalgia enthusiasts, and they acquired their Renown, TDB 5247, mainly with this in mind. Attentive readers will recall their group's brilliant reconstruction of the whole 'Dad's Army' cast, featured in our December 2015 issue.

Since photographs of their wartime reconstructions look even more authentic in black-and-white, this issue seemed to be the appropriate time to share their exploits from this summer.



Susan Sinagola stands guard by the car. On the rear seat is a captured 'Enigma' decoding machine...

Graham says he spent long cold winter evenings in the garage with only the Renown for company as he struggled against all the odds to make the replica.

The challenge of re-creating such authentic-looking detail must be a very rewarding part of the 1940s nostalgia movement, which has a large following around the country and frequent events taking place throughout the season.

Graham has fitted the car with a radio-telephone, made from an old rotary-dial handset, and there's a replica pistol in a secret compartment under the dash.

The Eagle has landed! The German top brass appeared and managed to retrieve their equipment.



However, all was not lost. Reinforcements turned up to restore order and save the day.

Graham says he asked the tank driver to be careful to mind his paintwork. Those things are notoriously difficult to manoeuvre, and tend not to have much regard for obstacles.

Later, Winston appeared to thank the plucky ARP Warden (our Graham) who had raised the alarm.



The whole venue took part, at Leyburn, North Yorkshire, with tea rooms, and a first-aid post (visible behind Mr Churchill).

It all looks great fun. Next year, why not select one of these events from our 'What's On' guide for a day out in the Razoredge?

See page 83 for more news!

THE RAZOREDGE AND THE RALLY: ROUND BRITAIN, AND THE MONTE

Most people wouldn't immediately think of a Razoredge as a suitable association for rally entry or following; but they'd be wrong.

On 6-8th October – possibly as you are reading these words – **Dirk Devogeleer** and his Netherlands-registered TDB 1425 will be attempting the CLUB TRIUMPH Round-Britain Reliability Run. He successfully completed this in 2014, becoming the oldest car (by 12 years, no less) ever to complete. We covered his preparation for the rally, and then the rally itself, in the 2014 October and December editions. If you'd like to revisit those articles, they are all available on the TROC Website, www.TROC Ltd.com on the GLOBE page. (It's quite fun having a browse through the old back-copies.)

On our 'What's On' page in this issue, we give a detailed breakdown of where you can see the cars go by; or if you watch from a refreshment checkpoint, the cars all have to take a timed break of ten to thirty minutes, so you'll have a chance to meet the team and wish them well. The chosen charity this year is **Guide Dogs for the Blind**, and donations can be made at the check-points, or online at the Club Triumph website. Training the dogs is a lengthy and essential stage, and funding that process is an expensive drain on the organisation's finances, so your support will be very gratefully received. The RRBR raises around £50,000 each time it is run, so it really makes a difference. Dirk's own page for the fundraising is at <https://www.justgiving.com/Team-Broom>.

Dirk tells us: "The original plan for us was to beef up my pre-war Vitesse and use that car. It would be the first pre-war car competing in the event. Unfortunately things did not go as plan and I am still waiting for the engine to come back from the workshop. With time running short it was time for plan B. We will use the Renown again. As some of you might remember we used our Renown in 2014 and are thus already the oldest car ever having completed the event. It will have a few more tweaks and mods before we start on the 7th of October, mainly in ignition and fuel management so we hopefully will use less than the 715 litres of fuel it took us in 2014." We wish Dirk and his team all the very best of luck.

However, if that all seems a bit madly adventurous, how about this barely-believable account, reproduced from the Globe of April 1977 in an article entitled "Fair and Square"? It originally appeared in Autocar in February 1952, and was drawn to our Editor's attention by Andrew Scrope-Shrapnell, an early active TROC member for many years. It's not known whether or how much Triumph paid them for the article, but if they did, they got good value!



“If your venture has in it some elements of hazard, choose your companions carefully.” There was never better advice. It applies not only to your human companions, but also to your vehicle.

Following the Monte Carlo Rally may be said to have in it an element of hazard, and this year’s event [that is, 1952 – Ed.] proved the point. As did the competitors, we met merry hell in the way of weather; although we as reporters could at least spend the nights in proper beds. Preliminary study of the rally programme indicated that one could drive out to Geneva to arrive on the night of Tuesday 22nd January, joining the Monte Carlo starters the next morning on their run from Geneva to Berne. By heading south from Berne...

[Editor’s Note: bear in mind that the large number of tunnels cut through the Alps since 1952 has dramatically changed the nature of trans-alpine motoring. There are now 30 road tunnels in or from Switzerland alone, plus even more rail tunnels, and one solely for the use of atomic particles.]

... one could intercept the Palermo starters on their way from the Simplon Pass to Lausanne on Thursday January 24th, and then drive across the mountains to Digne to join all the surviving competitors on the morning of Friday January 25th, and go down into Monte Carlo with them. So far, so good: a tight schedule, and over mountain country in the middle of winter. Next – the car for the job.

Choice fell on the 2-litre **Triumph Renown**, somewhat to the bewilderment of one or two of our acquaintances who looked upon this car as the typical attribute of the City gentleman and the county family. Even when we explained the mental processes leading up to the choice they remained sceptical.

Consider, though. The journey was likely to be over snow and ice, and for such motoring the Triumph is well equipped. You can see out of it in a way that has largely been forgotten in modern motoring; both side lamps and wings are within vision, and the eye hits the ground only a few feet ahead of the radiator; the wheels have no spats, making chain fitting easy; the ground clearance is 8” and the weight about 26cwt. But there is more to it than that. It seemed to us that the Triumph gearbox plus the Laycock de Normanville overdrive, with two litres of weight at one end and the road wheel at the other, was just what was wanted for steady progress over snow. When surfaces are really slippery, the last thing a driver needs is too much power surging through the transmission at the slightest movement of the throttle pedal. He needs, instead, to be able to apply just enough torque to overcome the resistances to progress at whatever speed he is travelling. Overdrive on the level and even up some gradients, and normal top for more perceptible gradients, and there was the Triumph, almost ideal for slippery surfaces.

Another suitability became apparent with experience. The back end of the car invariably broke away first on snow and ice and I should judge that the back would have to be recklessly slid before the front would go too, and that is how one needs it. Correction was easy, and with a little practice (we were on ice and snow for over a week) it became second nature to slide corners uphill where it was desirable to maintain speeds owing to the difficulty of re-starting.

We did not use chains, which might seem to have been foolish but both of us suffer from a chain complex, as it were – an inhibition – regarding them as an emergency appliance for getting out of trouble, rather than an indispensable item to snow and ice progress. Part of that reluctance comes from the risk of damage if a chain breaks at higher speeds. We learned a lot, in their absence, about tyre treads; frankly, normal British tyre treads do not cater for snow, and I think they could be made to. The Road Research Laboratory has discovered that tread patterns have a limited significance in ordinary conditions, but one or two rally competitors were able to prove this could be successfully done, for they were using tyres with a normal centre tread, but knobbly shoulders.

The result was that, as soon as the tyres sank in a slippery or yielding surface such as snow, the knobby shoulders took hold and heaved the car along.

Everything about this journey seemed designed to test the car. A gale caused the Dunkirk ferry to be cancelled, and we crossed the next morning, seven hours late on the road schedule, from Folkestone. The time had to be made up and 350 miles were put into an afternoon and evening. That was easy enough. One just sat in the elegant interior of the Triumph, heated and entertained by a radio, while the engine turned over at something less than 4000, propelling the car through the overdrive at an indicated 65-70mph down the straight roads of France. Perhaps the yellow-bulbed, double-dipping lights were not really up to this speed on a strange road, but when a sharper than usual curve caught the car unawares it could safely be hauled round against centrifugal force, for the steering seems about neutral and the car behaves well in such conditions; only the tyres protest.

The second day, we crossed the Juras by the Col de Saint-Cergues into Switzerland. On this col there was time to learn the car's ways on snow and ice, for we had only to reach Geneva that night. The col was well tended, with a surface of packed snow left by ploughs. Slippery but not treacherous stuff.



The two days in Switzerland were amongst the coldest I can ever remember. It was so cold that the snow surfaces of the roads over which we travelled were not really slippery because the pressure of the wheels in such temperatures did not yield enough heat to melt the crystals immediately under the treads. As a result the Renown did forty or fifty with equanimity, and its occupants left the

interior only with reluctance, for outside, most of the time, was a dreary grey and white landscape of real bitterness. Only occasionally did we see the Alpine sunshine that can transform the enmity of winter into a fairyland of blue and white.

It was on the run south to Digne that the weather really hit out at us, for the blizzard that caught the rally competitors between Le Puy and Valence met us on the southern descent from the Col de la Croix Haute, beyond Grenoble. In summer the Col de la Croix Haute is harmless enough, a place of beauty and the box Brownie. Under a flat grey January sky, darkening the dusk and pregnant with impending snow, it became threatening. The first flakes fell around the summit and rapidly became heavier, and it was now that we appreciated the steady co-operation of the Triumph over bad surfaces, for this surface was wicked; and yet we knew we must keep going with the speed maintained, for the schedule was tight: over 300 miles from noon to night stop.

The surface on the col was the usual packed snow, but it was very clean because there was no traffic to leave tracks as the snow obliterated the old. Every so often the snow had been churned up – the combined effects of gradient and tyre-chained lorries, we presumed – with the result that the descending car would hit a morass of snow at about 35mph, unexpectedly. The effect was quite shattering: the sudden deceleration throwing us forward and tearing at the steering, the Triumph would wallow and jink to and fro, axle-deep, with wheels spinning as the revs were kept up in order to plough through to the harder snow which lay beneath. But for all its plunging of protest at such treatment, the bonnet stayed out front, the rear responded to correction, and provided nerves did not lead to jerkiness the answer of the front wheels to steering was unimpaired. This was the British product at its best, and one grew absurdly fond of the car as time after time it did just what was asked of it.



Conditions then became appalling, the great flakes swirling into the lamp beams. The road disappeared, and we were forced to take a 'distance off' the line of the trees and keep hopefully to that. Under this stress, one more advantage of the car became apparent. The vertical front was plugging into the blizzard, and was giving a ship's dodger effect by causing an up-draught above the radiator. The malevolent snowflakes, caught in the draught, mostly kept clear of the lower half of the screen and passed harmlessly over the top of the car. Only once did we reach round the pillars and remove packed snow from the blades, and only then because it had showed signs of building up, not because it had already done so.

There was a time when we doubted if we would reach Digne, but there was never a time when we doubted we would reach somewhere! In the event, the temperature rose as we neared Digne and the road underfoot became slush. So much slush, in fact, that the car's tyres only just bit through to the surface underneath and we seemed, as a result, to be progressing with a waltzing movement from side to side, an almost continuous drift, so uncanny as felt through the wheel that we wondered if something had gone wrong with the steering.

The rest of the trip to Monte Carlo, and the return in more ice than snow, were easy by comparison owing to the greater latitude in our time schedule. By this time, the Triumph was regarded with great affection. We were on such good terms with it that we could venture to criticise. There were no big things to comment on however. The Vanguard engine is detectably four-cylinder at lower revs, but there are few four cylinder engines that are not; and one wondered if the temperature at which it ran, about 70 degrees, was ideal, but it was certainly steady enough. It always started immediately, although the warming-up was slow, but the new thermostatically-controlled manifold no doubt takes care of that on later models. The tiniest of intermittent rattles appeared somewhere in the neighbourhood of the left-side front door.

Fundamentally the car is right, as right as a trivet. I would not alter the suspension characteristics, although the front suspension does go up against the stops rather more than one would expect. This is harmless enough however. I would also not alter the body line or angle; it is smart from the outside and a delightful experience from within. From this interior you see the world, as it were, and the heater takes care of the temperature despite a large glass area.

This is a car of quite remarkable individuality, capable of giving its possessor several pleasant surprises. One was a petrol consumption that worked out at something over 23mpg. Under the tough treatment and continual wheel-spin that the car underwent, I should have expected a lower figure. The reason for the good figure is probably the extensive use of the Laycock de Normanville overdrive, an excellent fitment that should be more widely used on British cars. It engages and disengages by a clutchless up-and-down movement of the gear lever. With a slight adjustment of the throttle the change from overdrive to top can be made imperceptibly, although we found the change from top into overdrive could not quite so easily be distinguished. Even so the slight pause for breath, as it were, is nothing in terms of smooth progress.

By Michael Brown, for Autocar, February 1952.

The 1952 Monte Carlo Rally was won by Sydney Allard and Guy Warburton in an Allard P1; in second place Stirling Moss and John Cooper in a Sunbeam-Talbot 90. The praise of the Renown might not be so much of an exaggeration. In 1934 a Triumph Gloria driven by Donald Healey had come third, and the following year one came second; In 1950 second place went to a Humber Super Snipe, also not often thought of in connection with rallies.

Since the weather pundits, eagerly exaggerated by the tabloid press, have been forecasting a savage snowy winter for 2016-17, you might like to consider leaving the four-by-four at home and taking out your Renown instead. Or perhaps not.

WHAT'S ON: RECENT AND FORTHCOMING EVENTS

A list of suggested events which might be of interest to help you plan your motoring activities.

If you know of a good event in your area, please recommend it. Emails to the Editor.

If you are out in your car – do please send us some pictures!

(It doesn't have to be super-special. It's always good to share Razoredges out and about.)

6th – 9th October

Mdina Grand Prix Classic, Malta. A street-circuit for classic cars around the old capital of the island, sitting on a volcanic outcrop with amazing Mediterranean views. The race is on Sunday 9th; there will be tours of the island and neighbouring Gozo on the preceding days.

7th – 8th October

The Club Triumph ROUND BRITAIN RELIABILITY RUN.

TROC member Dirk Devogeleer is having a second go, after his success in 2014 in taking the oldest car (by 12 years) ever to complete the RRBR, TDB 1425, all the way round. The chosen charity this year is **Guide Dogs for the Blind**, and TROC members are invited to support – see Dirk's challenge on page 73, above.

Good spots to see them go by: the start is on Friday at 6pm from Knebworth House nr Stevenage (NOT the Plough). The first check is at 140 miles, at Blyth Services on the A1(M) south of Doncaster, at around 8:05 - 8:30pm. Through Durham and Northumberland, the next check is at Carter Bar, a lay-by on the A68; and then Edinburgh Airport by about 1:25am on Saturday morning. After a further 2½ hours driving through the night, they breakfast at John O'Groats.

The cars will be more strung-out by now, and the recommended route follows the A836, B871, B873, and B836: possibly the best driving of the whole run. Around mid-day they pass through the next check at Conon Bridge; then to Morrison's Garage, Stirling, an old Triumph dealership which has been a check-point in every RRBR, by tea-time.

There follows 275 miles of motorway including a stop at the famous independent Tebay services on the M6, and on down to Wrexham; then onto nicer roads, the A483 to the Sugarloaf checkpoint at Llandovery approaching midnight on their second night of driving. Crossing the Severn Bridge, checkpoints at the Gordano Services and then the A30 services near Okehampton as dawn comes up behind them. Breakfast is at Land's End.

Checkpoints on the way back eastwards are at Bude, Badger's Holt on Dartmoor, and then Pimperne, on the edge of Cranborne Chase, where last year member 008 Stewart Langton was the only one of us to cheer them on from a Razoredge. Thus back to the start, via the TR Register's offices in Didcot.

8th – 9th October

Tregrehan Speed Hillclimb, Cornwall: they are making an academy for new or returning drivers to speed hill climbing, including application for competition licence, fireproof clothing and car preparation. Do not try this in your Renown.

- Sunday 9th October** **Goathland Station**, North Yorks Moors Railway station, organised by the East Yorkshire Thoroughbred Car Club; all classics welcome.
- Saturday 15th October** **The Historic Sports Car Club ‘Finals’ meeting at Silverstone.**
- Sunday 23rd October** **Newark Autojumble:** always a huge collection of every conceivable classic car-related item. At the Newark and Notts showground.
- Sunday 23rd October** **The National Restoration Show, Stoneleigh Park, Warwickshire.** Hundreds of exhibitors; thousands of things to see. Demonstrations, autojumble, experts, trade stands.
- Sunday 30th October** **Breakfast at Brooklands:** 8am – 9:45 at the home of British motorsport and aviation.
- Saturday 5th November** **Regent Street Veteran Car Concours** – the day before the London to Brighton Run, from 11am to 3pm, 100+ of the oldest cars in Britain will parade. Sell it to your other half as a Christmas shopping opportunity.
- 5th – 6th November** **The Footman James Vehicle Restoration Show**, Shepton Mallet, at the Royal Bath and West Showground. An auction on Sunday.
- Sunday 6th November** **The 120th anniversary London to Brighton Run**, celebrating the ending of the 4mph speed limit. The limit was only raised to 14mph, so I suspect many of the earliest motorists will still have been breaking the law quite often; but it was a very symbolic opening of the floodgates. 400 pre-1905 cars will be taking part – a remarkable number, and a remarkable age. Few of those hurtling down the M23 during the day will be aware of the significance. From Hyde Park to Madeira Drive, Brighton.
- Sunday 6th November** **Lincolnshire Road Transport Museum Open Day**, when they will have many of their historic buses and other vehicles up and running. Use the park-and-ride: they are providing free historic bus transport to the museum.
- 11th – 13th November** At the NEC Birmingham, the **Lancaster Insurance Classic Motor Show** is just about the biggest event of its type. Celebrity guests, demonstrations, 600 trade stands, 1,800 cars; enough to keep anyone going for a full day. Wear comfortable shoes.

MISSING MORGES

Bernard Ruest has written to say that he's forced to miss the Morges meeting in Switzerland due to unresolved problems with his Renown. "After returning from the restorer the wipers didn't turn, now repaired (several times) and the brakes got a hiccup. There is oil from the diff leaking on the rear brakes; the mechanic cleaned the linings on the shoes but tried to keep it going without new seals. Alas, that didn't want to do the trick and it's leaking again. Now the time is too short to do it.

"It's a pity, as I could have shown the car in the courtyard of the castle with postwar-cars up to 1949 being special guests. I can only hope, that Jacques Faerber living nearby will save the Razoredge's honours. We may be there, but go by train."

We wish Bernhard all the best in completing the necessary repairs.

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.** Email editor@trocltd.com.*

Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.

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, Complete interior for a TDC. Mine is in a bad way due to age, cats, mice and woodworm, though not at the same time. Has anybody replaced theirs? If not a complete interior, sets of items would be useful, eg seats, door cards, etc. Thanks - Tom. 01733 577 301.

WANTED: Water manifold for the 1800 engine. This is the polished aluminium branch which sits above the cylinder head next to the rocker cover, and takes water back to the radiator. Please contact Ray Gomm on 07979 505 000 .

FOR SALE: TDB 1671 DL, engine 1677E, reg. ERD 681. Owned by the same family since new. Would make a good project for someone who would like to give the car some much-needed attention. Open to enquiries and offers. Please contact John Sibley on 01491 628 544.

FOR SALE: TD 1800, 'Marmaduke' – a treasured family member for 40 years. Age (mine, not his) causes sale. Also included – a complete set of 'Globe' newsletters. The car has been in regular use, and has been re-upholstered, re-chromed, and properly maintained; complete history. Located in Knutsford, Cheshire. £4,000 – contact D Naylor on 01565 634 516. **UNDER OFFER.**

WANTED – the following parts for 1954 TDC: aluminium curved internal wheel arch trims x2; aluminium internal trims to floor of door openings – two large shaped ones to front, two shorter ones to rear; metal trim to front door pillar (carries front door striker plate/catch) x2; curved metal door retainers x2 front, x2 rear. Dashboard knob S & H. Bonnet hinges, boot panel hinge. TDC jack and toolkit. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE: TDB 2093 DL, MAR 521, first registered 15th September 1951. Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14th 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Telephone 01525 712 947, J E Washington.



FOR SALE: One wheel (no tyre) DRO 4½" Jx 16" SR; 1 wheel (no tyre) 4"x16". Both have just been powder-coated silver. 2x inner front wings for TDB. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE – set of four wheels for TDB/TDC, reasonable condition, no tyres or tubes, £40 the set; contact Roger Hattson on 01202 922 140. Current location Bournemouth.

FOR SALE – TDC 1080 DL I currently have a 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:

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, TD spares, steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

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 TDB/C models only, centre instrument panel. Plus pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833 or Email

FOR SALE, Rear jacking points for TD and TDA models, £65; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary repairs, £65. Postage extra. Keith Gulliford, Tel: 02380 734 832. Email;

SPARES FROM TROC FOR THE 1800 ENGINE

Bob Hobbs has in stock hoses for the 1800 engine as follows; -

- Top hose £14.75 P&P extra
- Bottom with heater outlet that can be blanked off £13.75 P&P extra
- By pass hose £ 8.00 P&P extra
- also, head gaskets.

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 P&P.

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 and rear brake cylinders for the 1800 model for reconditioning.

Also needed:

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

- all in any condition; contact Bob Hobbs.

IMPORTANT NOTE: Please be very cautious when working on or fitting any non-standard item to your car, unless you take full responsibility for what you're doing, and you have the necessary level of skill and expertise to be sure that work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. The accounts given in any GLOBE article are only the experiences of the member, and are no substitute for a manual; we are sharing members' ideas and experiences, not offering guidance on what might or might not need doing on your car.

POSTCARD: THE CAUSEWAY TO HOLY ISLAND



Our thanks to member Ray Gomm, who spotted this postcard for sale on Ebay. It has been acquired for the club archives.

The rather bleak and barren view shows the tidal causeway to Holy Island, Northumberland. Holy Island is visible as a low grey serration on the horizon. Many of us enjoy finding and driving roads which are so narrow and little-travelled that they have grass up the middle, but this one has seaweed. It has changed little since the image was recorded, probably in the late fifties, as the modern Google Earth streetview image below reveals.

The message in French on the reverse of the postcard simply says, rather unhelpfully, “The route we took to get there.” We can reveal that the Razoredge parked at the side of the causeway, KCA 330, is a TDC first registered in 1953 in Denbighshire. Possibly it is the photographer’s own? We have no other record of this car.



A SAD WASTE

A complete-but-poor-condition TDC has been sent to the scrapyards from uncovered storage in South Wales. The owner had contacted us to offer it free to a good home – that is, someone who could collect it and make use of it for restoration or as a source of spares – but he needed to clear it from his land fairly quickly. Sadly, although I contacted one or two members whom I thought might be in a position to benefit from this offer, no-one could; and we now hear it has gone to a scrap dealer.

If your reaction to this is ‘I wish I had known’ – please get in touch, and we shall keep a list of members who might be interested, should such an offer come up again, as they sometimes do. In the interests of preserving remaining cars, I’d be prepared to help transport them, though I would have to hire a trailer for the purpose (unless a member has one they would loan?). The club, unfortunately, does not have the resources to dry-store such cars.

Details to the Editor, please.

There are currently a pair of very dilapidated Renowns for sale on Ebay, and the seller wants £750 for the pair – which may be a rather hopeful estimate, from the state of the cars in the pictures. The commission plate of one of them is visible and the commission number appears to be TDC 1610 DL, if I’m deciphering it correctly. Neither car has a number plate visible.

TECHNICAL SPOT

Spotted on the internet, with thanks to member Barry Drawbridge: a machine that simply lasers the rust off the surface of steel... WOW!



Apparently they can cost around \$50,000 but I can imagine the market for their services would be enough to justify the investment for a commercial user. The videos (just search for ‘laser rust removal’ on YouTube) make it clear these can be used as hand-held or bench-mounted tools; there are varying strengths (250 – 1,000 watts are typical) and they simply sweep a metal surface with a light-beam like a chisel. Where it passes, the rust explodes off the surface. They will also remove bitumen and other sticky deposits. Obviously, if the rust is so deeply into the metal that the surface is seriously pitted, it can’t restore the smooth surface; but from the video clips I saw, it still seemed to remove all the oxidation.

Apologies if this is old hat to you, but not having seen it before – it looks like magic! Since it’s a light-beam, it will get right into corners and work on complex shapes where you couldn’t get a wire brush.

Comments from any members who have used them, or who know about any disadvantages, are welcome.

MATCHING MESSAGES

Message One:

I am responding to your frequent requests in the Globe for details of events involving club members.

I had a chance meeting with a fellow TROC member at the annual 1940's weekend which is held in Leyburn, North Yorkshire each July. As this event takes place a few hundred yards from my home I usually take a stroll into the town square to view the exhibits. I was pleasantly surprised to see a Triumph Renown looking very much at home amongst some very nicely presented vehicles. The owners, Graham Sinagola and his wife Susan had ventured to North Yorkshire from their home in Cheshire. I was pleased to be able to show Graham my Renown, TDB 3893, regrettably residing in my garage receiving a little tlc to the engine. The photo is of Graham's car with Graham, in period dress, and myself.

Regards, Brian Wade



Message Two:

We were parked up with various Morris cars as a group from the Morris Register were also there. On the Saturday a chap came up to me and said that he owned a Renown. When I asked him where he lived he pointed up the road and said few hundred yards away; I nearly fell over with surprise. I of course went to have a look at it, in his garage. It was silver with a blue interior, and in good condition. However there was some water in the oil so it was out of commission for the time being. He also said that he was a member of TROC. His name is Brian Wade, so if you print this I send greetings and hope to see him and his Renown again, in the near future.

Graham Sinagola.

It's great to hear of any sort of coming-together of TROC members to share our appreciation of each other's efforts. This one was by pure coincidence – but if you let us know in good time of shows or meetings you are intending to visit with your car, we can publicise that in the Globe, and then any other members who find it convenient can turn up if they wish. Just pop an email or letter to the editor, at editor@TROCltd.com. If for any reason it doesn't work out, there's no great harm done – you are not committing yourself to anything organised – but it would further the aims of the Club and help increase our social contacts, which are normally pretty sparse, so far as Razoredge contacts go. This applies particularly to those in the farther-flung outposts of the UK, who have little chance of getting to the main Club Rally.

EUROPEAN ADVENTURES

Thomas Malan out in his Renown in a Safari Zoo near Labem, in the Czech Republic.



He has also posted on You Tube a recording filmed from inside his car of undertaking a rally trial on closed roads, making good progress through attractive Czech countryside; and the car sounds absolutely spot-on. It's well worth hunting out, if you have internet access and a little time to spare. Type or paste this into your browser address bar: <https://www.youtube.com/watch?v=oimsiv7-h2A>. There's a little tyre-squeal at one or two points which might cause a wince, but nothing hairy enough to give you bad dreams.



CAR RESTORATION FIRM GIVEN TO THE WORKERS

Readers in the Midlands area might have seen the BBC Midlands Today report on car restorers owning their own company, but in case you did not, it merits repeating here. 'Classic Motors' of Bridgenorth in Shropshire restore classics. The company was started 23 years ago by Peter Newmark, almost as a hobby, with three employees; now he is stepping back, and handing the management and ownership to the sixty current employees, seven of whom are apprentices, who will own it as an employee trust.



As any commercial restorer must, they work mostly with the high-prestige end of the market, and their star project at the moment is a Jaguar XK 120, the only one in the world built to a Pininfarina body design.

The best-known employee trust-owned company is John Lewis, and it is hoped that the Classic Motors company will support similar attitudes of loyalty and

dedication from its workforce. In this kind of work, where attention to detail and believing in the value of what you're doing are so essential, it would seem to be a very sound idea.

NOTIFICATION FROM HOLDENS OF BROMYARD

As Kenlowe, the leading supplier of aftermarket cooling fans to the Classic vehicle world, has ceased supplying their products, Holdens have had to re-source similar products in order to satisfy the demands of the Classic owner. To this end, we have turned to Revotec, who offer a complete range of cooling fan options for most types of vehicle. Revotec offer an 'Off the Shelf' solution for many types of vehicle, Classics included.

We are stocking a range of the 'all inclusive' kits for some of the more popular cars such as MG, Triumph, Morris Minor and the E-type Jaguar, as well as a range of fans, both blowing and sucking fan controllers in both positive and negative earth and universal fittings. This will allow you to 'build' an electric fan solution to suit your individual application.

The range of fans starts at 6 inch diameter and progresses to 12 inch diameter, in both blowing and sucking types, for mounting whichever side of the radiator is required. Electronic controllers are of a type that fits into the top hose of the vehicle, it being necessary to cut the top hose and remove a small section to allow the controller to be inserted and clamped into place with the included hose clamps. Controllers are stocked in four differing sizes, and it is necessary to know the internal diameter of your hose before ordering. The controller includes a relay to operate the fan and is fully adjustable so as to set the point at which the fan starts. The fan controller range is available to suit both positive and negative earth applications, and again, this needs to be specified when ordering.

Universal mounting brackets are available for each fan size to assist with the mounting to your radiator or surrounding frame. If preferred, or there is no other type of mounting available, a set of straight zip-tie fixings will securely mount the fan directly to the radiator core.

For further information or advice visit their website (<http://www.holden.co.uk>) or call Holdens on 01885 488 488, or consult the TROC technical team – contact details inside the front cover.



PAUL HOWARD BIDS A FOND FAREWELL

As a swan song I thought that I'd send my last contribution to the 'Globe'. After two years of very proud ownership of my Renown it has finally gone to another owner that "has always wanted to own one".

The deal was struck and on 23rd August a man knocked on my door at 9am prompt to take it away. As the new owner lives many miles away 'Up North' he had arranged for a transporter trailer to pick it up. The day before I had searched through the car in all the little places where you stash things over time and removed what I had put in, including a £20 note in the driver's ashtray! It was a lovely sunny morning and I drove, for the last time, down my drive and into the back of the trailer. I wish the new owner many happy years of motoring with my old Renown, and I'm sure I'll see it in the globe sometime.



When I was 5 years old my father owned a Renown and when I thought of the old photo of me taken beside it years ago I decided it would be interesting to have the up to date photo taken and cut the photo in two as a 'Now and Then' memento.

Good-bye for now to all members, and thank you "Globe" for allowing me to share my treasured memories.

Paul Howard

THE ORIGINAL LAUNCH OF THE 1946 TOWN AND COUNTRY SALOON

Before the first of our cars were sold in the UK, a number were exported to Switzerland. In 1946 exports were everything; we had massive war debts to repay, and the swingeing level of purchase tax at home encouraged manufacturers to look abroad for sales.

Switzerland, as a neutral in the war, was the most prosperous European sales opportunity. Not only had it escaped the ravages of the war and the associated expense itself, it had become the repository for wealth being 'salted away' by people from many origins, and the banking system was then at its most secretive. In contrast to almost every other European country struggling to rebuild economies and scarred with bomb and battle damage, there was money to be spent in Switzerland. It's therefore no surprise at all to find that the Triumph sales team linked up with AMAG to become our Swiss distributors, and exported numbers of the first cars to Switzerland. The oldest known surviving car, TD 161, is one of these original Swiss registrations but requires extreme restoration, and there are two other existing Swiss cars with TD commission numbers in the low hundreds, all TROC members. The oldest known cars in this country are TD 348, owned by member Gerry Mason, in Somerset, and TD 593 (not currently on the road, and perhaps beyond restoration, previously owned by Harold Wise, a long-time member, and now owned by Mr R Cakebread in Sevenoaks, a TROC member but Roadster enthusiast). Gerry Mason's TD 348 is therefore the oldest surviving car still roadworthy and active.

The Swiss review opposite, and the advertisement on the back cover of this issue, therefore represent the very beginnings of the Triumph Razoredge appearance on the world stage, dated March 1946. Given that the whole of the Banner Lane plant in Coventry was an aircraft 'shadow factory' throughout the war, having finished cars of the newly-designed model ready to export by that date was an astonishing achievement, and a testimonial to the leadership and management of Sir John Black. Autocratic and obsessive he may have been, but he was a man who knew how to get things done.

The car they have chosen to compare and contrast with the 1800 TD, opposite, is the Riley 1½ litre. Very much a contemporary rival of our car, also built in Coventry until 1949, the Swiss article contrasts the 'modern' streamlined curves of the Riley with the 'conservative' Razoredge style of the Triumph. The other cars listed for comparison in the box-insert at the right of the page are the Armstrong-Siddley 2 litre, the Daimler 2½ litre, the Lanchester 10+ and the Riley. All of those cars cost more than the Triumph, and one imagines that the Triumph management would have been very pleased to see the 1800 viewed as belonging in this "Qualitäts-Mittelklasse" company. The advertisement on the back cover reinforces the status: modestly understated, because one cannot see much of the grand mansion in the view – but the gateway and the wrought-iron gate are imposing, and speak of discreet money.

We are grateful to member Bernhard Ruest, owner of TD 409, the second oldest car still in roadworthy condition and another of the original Swiss-registration cars, for passing on the review and advertisement, and to Bruno von Rotz, owner of the websites www.zwischengas.com and www.swissclassics.com, for permission to reproduce them.

Automobil-Revue is Europe's oldest car review publication, having been founded in 1906 and still going strong today, so our whole Razoredge history is just a brief blip on their radar! The Swiss do have great respect for history and for the British contribution to the car industry; witness the British Classics meeting each October at Morges which has been featured in these pages from time to time. Perhaps one day we shall send a small contingent of UK Razoredges to join Jacques Faerber, who regularly represents TROC at this gathering in TD 904.



TD 409, with Bernhard's sister-in-law and grand-daughters, who are allowed to drive his classics around the truck depot.



Kontraste im Karosseriebau

Zur Zeit sind zwei deutlich abweichende Bauweisen im englischen Karosseriebau zu beobachten, die sich stark abheben, nur der grundsätzliche Aufbau ist einheitlich, er heißt, offen zu sein. Das bedeutet, dass nicht übermäßig viel auf die aerodynamisch bedingte Karosserie (Daher, Riley 1 1/2 Liter, rechts Triumph 1800 c.c.)

Neue Modelle der englischen Qualitäts-Mittelklasse

Moderne und konservative Bauelemente, vereint mit handwerklicher Fertigung

Von »PS«.

Als die »Automobil-Revue« vor gut Jahresfrist eine Rundreise über ihren Lesern über einen schweizerischen Ferienort unternahm, wurde auch einem schweizerischen Hochgebirgsortigen von kleinen Dimensionen das Wort gesprochen. Seitdem konnte sich die Automobilindustrie des Auslandes wieder der Massenproduktion widmen, und insbesondere die englische Industrie hat einige neue Modelle geschaffen, die der damals erwähnten Spezifikation so nahe kommen, dass sie besonders Interesse finden werden. Nicht nur die Firmen unter der englischen Industrie, die entsprechende Qualitätsfahrzeuge der Mittelklasse erzeugen, haben ihr neues Programm, so dass wir uns hier auf die folgenden Typen beschränken wollen: Armstrong-Siddeley Zweifler, Daimler 2 1/2 Liter, Land Rover 70 c.c., Riley 1 1/2 Liter, Triumph 1800 c.c.

Alle diese Wagen werden in England über Triumph auch in der Schweiz dem Publikum gezeigt, dagegen ist noch nicht damit zu rechnen, dass sie in unsern kürzeren Frist auf den Schweizer Markt kommen.

Was uns deshalb besonders interessiert, sind einige konstruktive Prinzipien, nach denen diese Neukonstruktionen entwickelt worden sind.

Verbesserte Vorderaufhängevorrichtung.

Alle diese erwähnten Wagen, und auch einige andere noch in Entwicklung stehende Modelle, besitzen keine revolutionären Merkmale, zeigen aber gegenüber den Modellen 1939 und 1940 dennoch Spuren einer langsamen, zielbewussten Weiterentwicklung. Unter der Berücksichtigung nach einer konservativen Form und Fertigung wachte der Zug nach modernen konstruktiven Konstruktionen bemerkbar. Die hier besprochenen Motoren sind als in Preis nicht billig, das unvollständige Ziel eines durchgehenden und »festen« Wagens wurde gesucht, ohne in erster Linie an die Produktionskosten zu denken. Wären für den höchsten Aufschlupf der volle Gegenwert gelohnt werden soll, so muss dies mehr sein als was der Großserienherstellung aufweist. Dass dieses Ziel erreicht ist, wird sich aus den nachfolgenden Zeilen ergeben.

Übergewichtete Hochleistungs Motoren.

Alle erwähnten fünf Typen besitzen Motoren mit übergewichteten Ventilen. Dieses wird der Riley als einziger zwei übergewichtete Ventile aufweist, während die anderen Motoren alle seitliche Nockenwellen und durch Kipphebel und Stoßstangen geführte Ventile besitzen. Der Motor des Riley ist überhaupt bemerkenswert, weil er das letzte Glied in einer langjährigen Entwicklungslinie ist. Mit zwei übergewichteten Nockenwellen, deren Ventile unter einem rechten Winkel in die meist gekrümmte, halbkugelige Ventilkammer reiten, lässt sich eine gute Leistung ohne großen thermischen Aufwand erreichen. Bei der verhältnismäßig bescheidenen Drehzahl von 4300 U/min und dem heute normalen Verdichtungsverhältnis von 6,5:1 leistet der Riley-Anderson-Motor heute 55 BHP/PS, also annähernd 40 PS/PS. Nach englischen Zeugnissen soll die Ausführung 1946 dabei nichts von der Wichtigkeit und der Beständigkeit der früheren Typen eingebüßt haben.

Aber auch die anderen Motoren der hier in Betracht stehenden Wagen sind erfolgreiche Vertreter einer Schule, die geringe Gewichtschonungen und hoher Leistung verbindet. Das Verdichtungsverhältnis liegt in allen anderen Fällen über 7 und erreicht 7,5:1, während die Drehzahlen zwischen 4000 und 5000 U/min betragen. Auch der Land Rover, der der kleinste Wagen der ganzen Serie ist, bringt aus seinem 1,3 Litermotor gut 40 PS heraus. Der Zweifler-Armstrong Siddeley kommt mit 70 BHP/PS ebenfalls auf gut 50 PS Leistung, während der Triumph, dessen Motor eine Weiterentwicklung einer bekannten Konstruktion darstellt, mit 65 PS ein etwas größeres spezifische Leistung aufweist. Berücksichtigt man, dass alle diese Mo-

toren in Bezug auf Ausbalancierung und Freiheit von Vibrationen über den Durchschnitt stehen und ihre Nockenformen durchaus nicht auf absolute Hochleistungen zugeschnitten sind, so darf man die Leistungen als sehr hoch bezeichnen.

Die Formen der Ventilkammer sind dabei ebenfalls etwas kompliziert geworden, da man den Einfluss der Turbulenz auf die Klopffreiheit des Motors und, in einem gewissen Masse, auch auf die Wirtschaftlichkeit abzuwehren hat. Man nimmt deshalb konstruktive Erweichungen in Form von bestimmten Zerkürbungen gerne in Kauf, wenn die allgemeine Planung des Motors keine halbwegsige Ventilkammer zulässt. Etwaige Aufbesserungen sind bei Motoren dieser Klasse heute selbstverständlich, hingegen wird von eigentlichen »flowing power«, also der schwingenden Dreipunkt-Aufhängung mit wenig begrenzter Aufhängung, abgesehen. Dagegen werden die Kurbelwellen mit Schwingungsstäben ausgerüstet. Oft findet man die neuen übergewichteten Ventile-Prüfungen.

Federwerke mit vorderen Schwingachsen.

Mehr und mehr rücken die Motoren auch bei Fahrzeugen mit sportlichem Einschlag, wie z. B. dem Riley, nach vorn. Damit wird im Chassisbau eine völlige Umwälzung, von klassischen Strohachsen aus gesehen, eingeleitet, weil es sehr schwierig ist, einen wirklich schnellen Wagen so zu bauen, dass er trotz vorliegendem Mindestmaß an Drehmoment noch eine genügende Kombination von Sicherheit und Fahrkomfort aufweist. Im Hinblick auf den letzteren sind die Vorderfedern nicht zu hoch sein, wie man denn heute allgemein gute Straßenlage nicht mehr so hoch, also die Aufgabe nur teilweise erfüllende Federn, zu erreichen versucht, sondern besteht in, gute Straßen- und Konvergenz mit weicher Federung zu verbinden.

Das ist wirklich einwandfrei nur mit der unabhängigen Aufhängung der Vorderachse zu erreichen. Allerdings ist die Schwingungschwingung so und für sich noch keine Lösung, denn von all den vielen bekannten Ausführungsarten von Schwingachsen haben sich lange nicht alle bewährt. Es ist aber symptomatisch, dass die fünf besprochenen Wagen einmal vorne einzeln aufgehängte Achsen besitzen und alle in irgendeiner Form den Doppellänker mit ungleicher Länge des oberen und unteren Gliedes verwenden. Diese Anordnung bildet den günstigsten Kompromiss zwischen der gesuchten Zielen von konstanter Spurweite und Sturz. Die einzelnen Lösungen sind dabei verschieden. Beim Riley sind Doppel-Dreiecklänker verwendet, deren untere an

ihren Gelenkpunkt auf die kurzen übergehängten Torstange wirken. Beim Armstrong-Siddeley ist der untere Querlänker nicht dreieckförmig, sondern nur als einfacher Tragsarm ausgebildet. Das Federlement ist auch in diesem Fall ein Torstang. Beim Daimler und Land Rover, den beiden aus dem gleichen Konzern stammenden Wagen, ist eine andere Lösung gefunden. Der kürzere Arm des oberen Dreiecklänkers ist als weit nach hinten reichende Schubstange mit eigenem Drehpunkt ausgebildet, während der untere Länker, der Punkt erweitert, die Schubstange übernimmt. Verhältnismäßig einfach ist die Aufhängung des Triumph mit oberem Dreiecklänker und unterer Querfeder. Alle fünf Typen besitzen starke Hinterachsen.

Der weit nach vorn gebaute Motor mit etwastlicher Aufhängung und die an und für sich weiche Abfederung der Vorderachse verändern die Verhältnisse im Rahmenbau vollständig, weil einmal der Motor nicht mehr als stielige Quersäule arbeitet, dazu bei weicher Federung und vorwiegend in der Mitte der Rahmen viel torsione- und biegeelastischer sein muss. Dieser Forderung ist in allen Fällen Rechnung getragen worden. An Stelle einer gewöhnlichen, röhren- oder kastenartigen Torstange ist ein Boxenblech gewählt, das in allen Ebenen durch Zwischenwände verstärkt ist und geradezu als in sich geschlossener Käfig mit Vorrichtungen für die Aufnahme der Motorpropeller ausgearbeitet ist. Diese vorderen Rahmenenden, die wir in der einen oder anderen Form bei jedem gut durchkonstruierten Schwergewichtwagen finden zu sehen, sind auch als Lager für die Quer- oder Längsläufwerke dienen, und ein Boxenblech, das in England seit sehr verhältnismäßig kurzer Zeit Verbreitung fand.

Kopplung und Getriebe.

Die größten Aufklärungen zeigen, dass die voll- und halbautomatischen Getriebe das Vertrauen des englischen Konstrukteurs noch nicht gefunden haben. Riley und Triumph verwenden ein gewöhnliches Schwellengetriebe mit drei synchronisierten von vier Gängen, wobei der Triumph unseres Wissens als erster englischer Wagen auch für ein solches Getriebe den Schalthebel unter das Lenkrad verlegt. An und für sich ist diese Anordnung nicht neu, denn das seit über fünfzehn Jahren als Standard- und Leichtgewichtwagen verwendete Wilson-Planetengetriebe hat den Vordriveschalthebel ebenfalls unter dem Lenkrad. Bei den beiden letzteren Marken ist übrigens in Form einer vereinfachten Ausführung der bekannten Daimler-Ringschaltkupplung ein konkreter Fortschritt durch die Kriegerfahrzeuge begründet, da die Änderungen im Daimler-Planetengetriebe erspart wurden.

den. Beim Armstrong-Siddeley wird noch Wahl ein Synchronschaltgetriebe oder das Wassergehäbe verbunden mit einer normalen Engländer-Federkupplung geliefert.

Mit Ausnahme des Schwereinstabes beim Daimler entsprechen alle Hinterachsen der normalen Konstruktion, und die Federung der Hinterachse besitzt keine aussergewöhnlichen Merkmale.

Karosserien und Ausstattung.

Bei Fahrzeugen dieser Klasse wird nicht leicht eine bessere als gewöhnliche Ausführung der Karosserie erwartet. Das ist auch bei allen Wagen der Fall. Weil aber eine wirklich große Serie bei neueren Fahrzeugen nicht erreicht ist, müssen auch

ENIGE DATEN UND ABMESSUNGEN.

Armstrong Siddeley, 2 Liter.	
1,991 Liter, Sechszylinder, 70 PS bei 4000 U/min, 36 PS/PS/PS, Radstand 295 cm, Gewicht leer 1350 kg, ca. 19 kg/PS.	
Daimler, 2 1/2 Liter.	
2,022 Liter, Sechszylinder, 70 PS bei 4200 U/min, 36 PS/PS/PS, Radstand 292 cm, Gewicht leer 1580 kg, ca. 22 kg/PS.	
Land Rover, 70 c.c.	
1,29 Liter, Vierzylinder, 40 PS bei 4200 U/min, 31 PS/PS/PS, Radstand 202 cm, Gewicht 1150 kg, ca. 29 kg/PS.	
Riley, 1 1/2 Liter.	
1,466 Liter, Vierzylinder, 55 PS bei 4300 U/min, 37 PS/PS/PS, Radstand 284 cm, Gewicht 1250 kg, 23 kg/PS.	
Triumph 1800.	
1,776 Liter, Vierzylinder, 65 PS bei 4300 U/min, 36 PS/PS/PS, Radstand 290 cm, Gewicht 1292 kg, 19 kg/PS. Sportversion: Radstand 280 cm, Gewicht 1100 kg, 17 kg/PS.	

andere Produktionsmethoden verwendet werden, so dürfen gewisse Fertigungsarbeiten nur einzeln und nicht am Fließband ausgeführt werden. Solche Methoden verlangsamen die Herstellung und bedingen meist auch ein etwas höheres Gesamtgewicht des Wagens. Das Resultat ist aber für denjenigen, der z. B. exakte Karosserieteile zu schätzen weiss, sehr befriedigend.

Die Unterführung zeigt wohl deutliche Konzentration an der Spiralfeder, doch ist es kein Zufall, dass drei dieser Wagen, nämlich Daimler, Riley und Armstrong Siddeley, ihre traditionelle Klinkerform in moderner Ausführung besitzen, der Land Rover eine wohl neue, aber ebenso typische Veranordnung aufweist, und schließlich der Triumph, der eine neue Tradition begründet, einen Sportwagenkörper der klassischen Form sein eigen nennt. Auch in der Silhouette der Karosserie wurde offensichtlich gegliedert und abgerundet, soweit die charakteristischen Merkmale nicht berührt wurden.

Aus der Reihe 1931 die Triumph-Emulsion, deren schiefere Karosserie, im sogenannten »Massenwagen-Sitz« in England hochmodern ist. Abgesehen von rein innerlichen Erwägungen eignet sich diese Bauart vor allem für Fahrer mit geringem Rücken und großer Sicht. Aber auch die Daimler und der Armstrong Siddeley weisen hier eine deutliche Verbesserung auf. Die Fortschritte sind bei allen Wagen mit Rücksicht auf die Abmessungen sehr günstig, bei einigen können auf die Vorderräder drei Personen Platz nehmen. Von sportlichen Triumph-Bauarten war in der »A.R.« schon die Rede.

Zu den Fahrleistungen wie auch zu Einzelheiten sei in diesem vergleichenden Artikel noch nicht Stellung genommen. Wir hoffen, bei anderer Gelegenheit diese Fahrzeuge und auch die heute nicht genannten Vertreter der englischen Qualitätsklasse berücksichtigen zu können.



Das moderne englische Fahrgestell

Das neue Klasse besitzt veränderte Bauweise, ist ein Torstang, aber Schubstange, eine veränderte Kurbelwelle, und einen ebenfalls weit von gewöhnlichen übergewichteten Ventilen (Daimler, Armstrong Siddeley, Zweifler).