

## INTERNATIONAL TRIUMPH SHOW AND SPARES DAY, STONELEIGH PARK SUNDAY MARCH 6<sup>TH</sup> 2011

Mike Sampson represented the Club with his TDB and he also photographed an unusual Vanguard Estate.



## OUT WITH LOTHAR KLEMENTZ AGAIN

Classic Car gatherings are actually very popular in Germany.

This one was held in a small village of Dreieichenhain, quite close to Frankfurt/M for the 14th time last Sunday May 15<sup>th</sup> (open Sunday for the local shops).



Our Renown was positioned in front of a timber-framed building adjacent to the booth of a shop selling home appliances. This shop is strongly customer orientated.

As you can see they even customised the fridge according to the provenance of the Renown.

## BRITISH DAYS AND COUNTRY FAIR AT JAGDSCHLOSS, KRANICHSTEIN, DARMSTADT

Another outing for Lothar Klementz took him to this event.



## FMW 479 TD 3847

### A letter from Craig Jeffery.

I am writing to tell you of a photograph I found whilst sorting out some odds and ends. The photograph was of my grandfather's Triumph Razor edge and was taken in 1957. Seeing a picture of his old car brought back memories of numerous holidays and day trips all taken in his wonderful Triumph.



So, curiosity getting the better of me, I decided to look on the internet to find out if any of these wonderful cars remained, which is how I found TROC. Whilst looking at your webpage, I noticed you had some photographs of past rallies. When I reached your 2006 anniversary Rally, I clicked on the picture DSC.0096 and to my amazement; there was granddad's old car, registration number FMW 479. This is amazing as the photograph was taken only five years ago and the old girl was still on the road.

So I was wondering, five years on from when that photograph was taken; is the car still on the road? If so, does the owner take her to shows and rallies?

As you can imagine, I would dearly like to see the car once again as she holds so many fond memories for me as a child and through to my teenage years.

Who knows, maybe I could give a little of the car's history to the present owner and maybe he could give me some information on the car.

Any response from the Club would be wonderful to me.

## **REPORT ON OUR RALLY**

### **BLenheim PALACE SUNDAY JULY 17<sup>TH</sup> 2011**

Tom Robinson

The site could not be bettered. We were allocated hard standing for the cars and ample space to set up our tents and flags on adjacent grassland.

At first, the setting-up gang was faced with persistent rain which is hardly ideal conditions to remember what went where, as it was a year since everything had been unpacked! However, we soon had both tents in place and Chris Hewitt finished off the display by erecting the Club flags and they made a brave welcoming sight fluttering in the breeze.

Michael Capps was already on site with his TDB having left home at 7.30 to cover the 125 miles to Blenheim in good time. Soon a steady trickle of razor edges began and eventually we mustered twelve cars, which, taking into account the inclement weather was a good turnout for the Club.

The previous evening about 25 members and friends assembled for dinner at the Mill House Hotel in nearby Kingham, where, after a welcoming speech by our Chairman, Alan Walton briefly described the road run to take place the following morning. Alan also asked if the Club could make a special award for shortest distance travelled to the rally as he lives but three miles from Blenheim!!

Graham Beechey and Alan Walton had organised a road run of about 30 miles and several members took part on the Sunday morning. Leaving the hotel, they travelled by way of Churchill and Shipton-under-Wychwood onto a forest road towards Charlbury where a welcome coffee break had been arranged at 'The Bell Inn'. Afterwards, the party travelled on to Combe and Long Hanborough and Woodstock, to reach Blenheim Park around noon.

As the road run party was arriving at our site, the spares stalls were being set up and soon Jennifer and Stuart Langton had established Rally Control.

By now the weather had improved and the Triumph Mayflower Club had arranged a tent nearby to support their members and eventually five cars of that marque were present. Patricia Robinson had organised a car badge quiz and we were amazed just how few car badges we recognised. However, there were one or two keen members who persevered with the 40 clues.

Judging of the cars was undertaken by Alan Walton and Mike Bettridge and we are grateful to them for the time they spent in an unenviable task.

Towards four-thirty, the clouds began to gather and so it was decided to bring forward the award-giving ceremony. Our Chairman, Chris Hewitt presented the awards with assistance from Jennifer Langton.

Once again, it was agreed that the Rally had been a success and the Club is grateful to all those who worked so hard to make the Rally an enjoyable event. Particular mention should be made of Alan Walton and Graham Beechey for organising a most interesting road run and we must not forget Jennifer and Stuart Langton for attending to all those little details that make the rally run so smoothly, both on the day and for making the accommodation arrangements beforehand. We must not forget the staff at Blenheim Palace who ensured that we had an excellent area in which to display our cars.

### **TROC MEMBERS AT THE RALLY WITH THEIR CARS**

Stuart and Jennifer Langton	Barton-on-Sea	SHN 928	TDC
Chris and Muriel Hewitt	Leatherhead	LOR 664	TDC
Michael Capps	Wisbech	YSK 592	TDC
Colin Copcutt	Milton Keynes	ERP 183	TD
Bob and Jill Hobbs	Calne	LKV 541	TDC
Mike Sampson	Chipping Camden	WHX 301	TDB
David Shulver	Stowmarket	JLY 232	TD
David and Margaret Wickens	Camberley	RPC 144	TDB
Peter Cable	Enfield	UMX 886	TDA
Graham Beechey	Witney	RHO 824	TDC
Philip and Pat Clee	Rugeley	NPT 246	TDC
Alan Walton	Kidlington	NWB 396	TDB

### **VISITORS' CARS**

Peter Benfield	Sunbeam Talbot Mk III	200 CVX
Howard Prior	Triumph TR4	
Emma Gee	Triumph Mayflower	MLJ 958
Ray Horsfall	Triumph Mayflower	KWK 994
Paul Norton	Triumph Mayflower	HTH 719
John castle	Triumph Mayflower	ODV 692
Malcolm Barnsley	Triumph Mayflower	LKV 558
Mike and Christine Bettridge	MG MGB	UEG 805S

### **AWARD WINNERS**

Best presented TD or TDA	Peter Cable
Best presented TDB or TDC	Mike Sampson
Best Visitor's Classic Car	Ray Horsfall Triumph Mayflower
TROC Chairman's Cup	Graham Beechey
Distance Award for a Razor Edge car travelling to Rally	David Shulver With 156 miles from Stowmarket

## MY RENOWN TDC 1962

Stephen Garside

I purchased my Renown registered NSV 802 in February this year. I always hankered after one for many years. I have owned several Classic cars; A30/35, Humber Sceptre and a Volvo Amazon.

With a little bit of work, the Renown passed the MoT and of course I joined TROC and I found that new parts were still available which is half the battle when you own an old car. I also joined our local car club, Norton Radstock Classic Vehicle Club. This Club has around 100 members with a large mixture of cars, lorries and motorbikes. The Club organises stands at the Bristol Classic Car Show and the Restoration Show, all held at Shepton Mallet. We had past success in winning at both shows, so this year we were in the main hall. Our stand was big enough for six cars. We made a short list which comprised;- 1941 Plymouth Convertible, Mark I Ford Escort RS, MGB convertible, Rover 100, Mk IV Cortina Ghia and my Triumph Renown.



We set up on Friday and Saturday and saw a great deal of interest in two cars on our stand. On Sunday, the Plymouth was voted best Convertible and the Mk IV Cortina was the best saloon.

At the Show I talked to a retired mechanic who had worked in a Standard Triumph garage. He had spent many hours working on Renowns and would like to own one someday. However, he does own a unique Morris 1000 Traveller that was commissioned by the Duke of Bedford. It has a rear door on the passenger side and a two-piece tailgate.

I have attended a number of rallies and people ask me what model I own. Many people mistake my car for a Mayflower and I have to say *'Sorry, this is a Renown, with the bigger Standard Vanguard engine, the Mayflower is a lot smaller in size.'*

I receive many comments concerning my Renown, people say it is a proper car and lots of them remember the model.

Another Renown has been seen in Bath.