

# THE GLOBE

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The Open Road

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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<http://www.trocltd.com>

(Affiliated to the Federation of British Historic Vehicle Clubs)

## **ROCKINGHAM CASTLE: THE BEST OF BRITISH**

Rockingham was built at the order of William the Conqueror, and remained in the possession of the Crown until Henry VIII granted it to Edward Watson. It is still the family home of the Watsons today, after 450 years, and opens only periodically to the public. Tours may be taken of the House, the 10 acres of gardens, or both.



The Club has arranged to use the castle grounds for our Rally this year, and further details of times, exact location, and other details will be given in the June edition of the Globe. Like Boughton Castle last year, it is steeped in 'best of British' tradition, thus making it a very appropriate place for a Razoredge rally.

The Rally falls this year on Sunday 14<sup>th</sup> July, and Rockingham Castle is in Leicestershire, just north of Corby; about half-way between Coventry and Peterborough. The postcode, in case you want to try it in your Sat-Nav to calculate the distance, is LE16 8TH (a most annoying code, because the word processor keeps trying to render the letters TH as superscript, assuming that we mean 8<sup>th</sup> .) It is therefore a little further north than our venues for the last few years, but not enough to put anyone off, we hope. However, it would be really good if we can encourage any of our more northern members to make the run this year, since we have come a little way to meet you.

We have also reserved some rooms at the nearby Rockingham Forest Hotel, Rockingham Road, Corby, just over the county border into Northamptonshire, NN17 1AE. These are available for one or two nights, at a special agreed rate of £69.00 for a twin- or double-bedded room. There will be a club dinner on Saturday night at the hotel, which any members and their partners may join if they wish, whether staying at the hotel or not. It is a pet-friendly hotel. The rooms are only reserved until the end of April, so please book before then to avoid disappointment. It's a Best Western, so should be reliable!

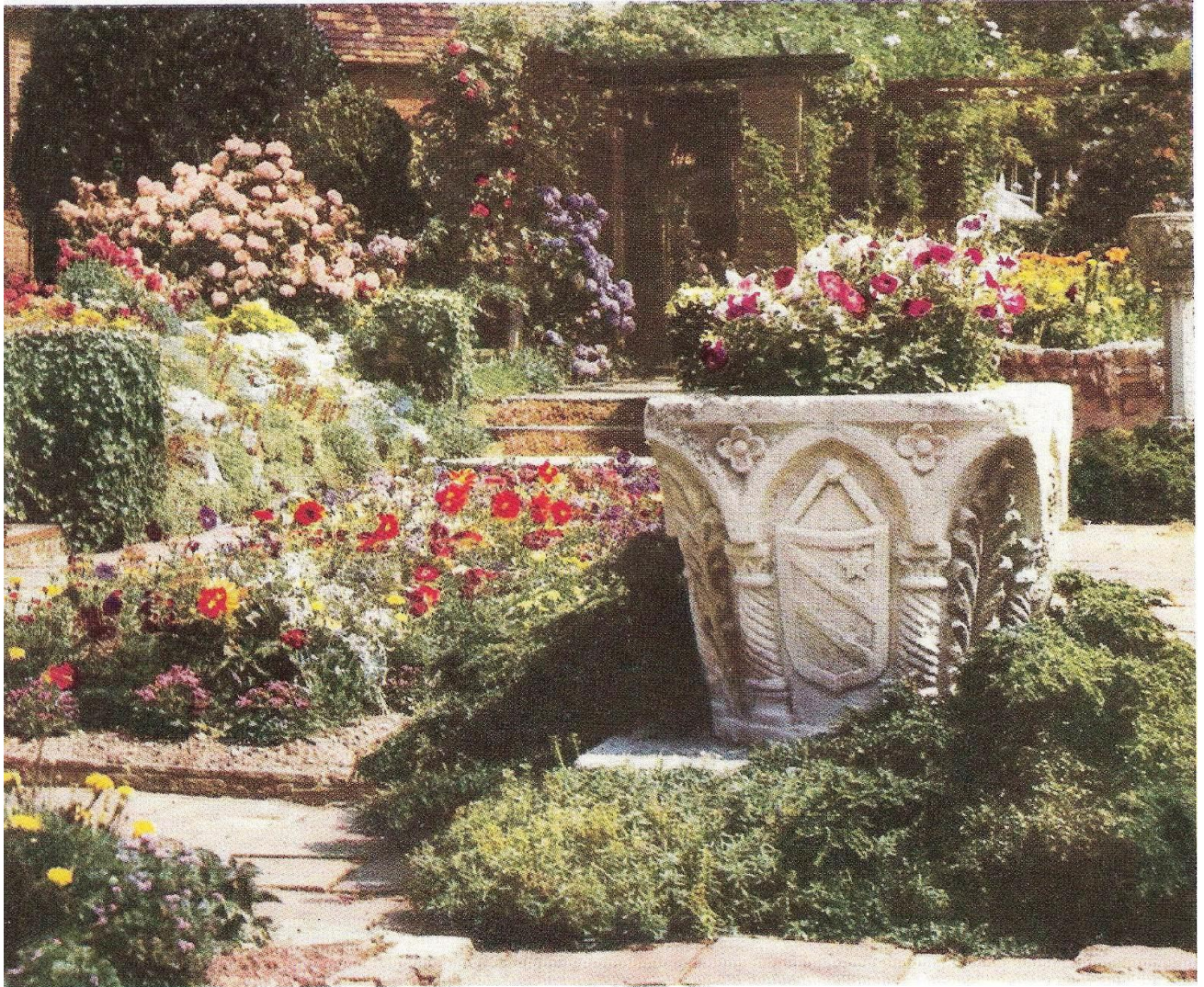
Other attractions in the area include Burghley and Althorpe stately houses, and Gulliver's World is not far if you have youngsters to amuse. Corby itself has an Olympic-size swimming pool

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## **MEMBERSHIP RENEWAL**

Please note and respond to the *Membership renewal form* in this edition of the GLOBE, and Bob Hobbs' further explanatory notes later in this edition.

Prompt renewal will be much appreciated, by whichever method you choose. Paypal is available, and cheques are still acceptable, but probably the easiest for everyone is a standing order; especially if you have on-line banking so you can set this up and control it from home. Full details of methods and the amount are on the enclosed renewal form.



## *All that's best in Britain...*

*There is nothing to compare with the beauty of an English garden . . . let he who doubts step out one Summer morning onto some sun bathed terrace, watch the flowers in all their blaze of colour nodding in the warm breeze, then hear the distant song of a bird . . . a scene that is, indeed, as true and as typical of our country as the craftsmanship that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain.'*

## *The Triumph Renown*

Manufactured by  
The Triumph Motor Company (1945) Ltd., Coventry  
A subsidiary of the Standard Motor Co. Ltd.  
London: 37, Davies Street, Grosvenor Square, W.1.  
Telephone: MAYfair 5011



TRIUMPH CARS · STANDARD CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS

**THE GOOD OLD DAYS...**

Keith, from Wanstead, discovered the club from our Wikipedia entry and followed the link to the TROC website. In 1961-1964 he owned a Razoredge, RVX 26, first registered in Essex in November 1950, and has contacted us with some photographs:



From the date of registration, this car should be a TDB; but the first picture of the car shows a plain nut for the radiator cap, and the size of the rear window seems to suggest a TDA. Further opinions are welcome!

For some of the period of his ownership, the pictures show the car had a temperature-gauge radiator cap and wing mirrors added. Keith was unable to tell us any more about what happened to RVX 26 after his ownership. If any members out there know of it, please do tell us.

**...OR PERHAPS NOT SO GOOD**

Contrasting with the comfortable luxury of the pictures above, an image Tom Robinson has spotted for us gives a grimmer memory of the 1950s.



It is a winter scene, which does not help; a group of men wait for the bus to work in Wick Road, Hackney, in 1950. Their raincoats flap in the cold wind, and nearly all wear hats, as do the passengers on the bus. The bus is followed by a lorry – a

Scammel I believe – its load heavily sheeted and roped down. It appears to be about a five-tonner; the sort of load which today would be carried on a few pallets in one small corner of an Eddie Stobart truck. And behind that, a Razoredge! The driver will be warmer and more comfortable than the bus passengers, we may be sure.

This image, with others like our back page picture from Norwich with its story of a struggle for survival in days of rationing and desperately low incomes, provides a glimpse of post-war life. There are no television aerials on the roofs of 1950s Hackney, and the average weekly wage of the men at the bus stop would have been £4-5, which would nearly all have been consumed by the weekly food bill and the rent. Perhaps the chap with the trilby and the briefcase earned a pound or two more. Good old days for some, perhaps – but not for the many.

The Hackney picture is from ‘London Transport Buses and Coaches 1950’ by J A S Hambley.

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## **EYES PEELED, PLEASE**

Now that Tom Robinson has a little more time on his hands, he has undertaken the huge task of bringing together all the records he can find for all Razoredge cars, from 1946 to 1954, working mainly from old records held by Standard Triumph and also from the Department of Transport’s original registration records for all cars. These were originally held by County Borough and County Council Registration Offices, starting in 1904, using methods devised locally, and varying greatly in detail and in organisation; then there was a reorganisation in 1974, when many of the smaller issuing offices were closed and area codes reallocated, and finally the whole caboodle was transferred to Swansea.

At that time, many of the old paper records – unbelievably – were simply scrapped; disposed of, burned, or dumped. I apologise for the shock of aghast disbelief this idea will have caused in many readers, but there it is. So it is a fascinating and incomplete history which Tom has to work from; and he will appreciate any snippets or observations about ANY Razoredge sightings or records which we can find. This applies both to cars which are still in existence, and to any recollections of what cars might have been owned where, or when, in the past. If at all possible, please supply both the car registration number and the Commission Number – the number on the plate under the bonnet, as shown here:



We appreciate that this will not usually be possible. However, we regret to say that records of sightings without ANY identifying mark – “There used to be a black one often parked in William Street in about 1962” – will be of little use. Please send us what you can! Email or post to the Editor.

## A CHALLENGE FOR ALL CLASSIC CAR OWNERS

Our front cover shows a glorious sweep of road over the shoulder of a Swiss valley, through the windscreen of Bernhard Ruest's TD, following – not a roadster, as you might have thought, but a Chevrolet open tourer. Here are some more photographs from that run, an open event for any classics, and a couple from another rally with his local Zurich club.





Now I realise we can't match the rugged snow-capped Swiss Alps in the background, nor the Hansel-and-Gretel perfection of the villages in the steep-sided green valleys; and knowing that the Swiss reputation for uncompromising accuracy in engineering is well-founded, it may be that not many of our cars would murmur along with such clockwork precision as Bernhard's. But we do have charming downland villages, sunlit woods, and the wild beauty of Snowdonia, the Peaks and Scotland, and if there is a better bit of road anywhere in the world than the A466 from Tintern to Monmouth, I have yet to hear of it.

**So your challenge is:** on April 21<sup>st</sup> or some other day of your choice, take that car and *enjoy*. And then send us some photographs we can show Bernhard!



## HIGH GLOSS FINISH TO DASHBOARDS AND CAR DOOR WOODS

In an instant my wife turned to me, mortified, as in her tiny hand was a substantial piece of lacquer from the passenger-side door wood. This left quite a large section of bare wood exposed for all to see that the door woods in my car were starting to show their age. In fact small pieces had been coming away for some time and there was substantial cracking on the other door woods.

### The Damage



### The Next Step

It was obvious that some sort of treatment was needed and I set about looking at the options available to me. Should I have the door woods professionally restored, the drawback here being cost, and the time they could be away?

Or should I take on the work myself, the drawback here being uncertainty whether I have the skill and knowledge?

After doing some research on the internet and reading an account on [http://www.jag-lovers.org/xk-lovers/library/wood\\_restoration.hm](http://www.jag-lovers.org/xk-lovers/library/wood_restoration.hm), then talking to one or two people either involved in working in wood or who had restored car woods, I decided I would have a go.

### The Job

The first job of course was to remove the woods from the car. This requires the careful removal of the door panels. I will not go into detail as different years and cars may require different removal techniques. What I did do was make careful notes of where each piece was positioned and if different size screws and bolts held say an armrest; and exactly the position of each fastener. In the past I have had to undo something all the way back, as at the final stage of reassembly the last fastener was not the correct one!

The next stage was to remove all the old finish and for this I used Blackfrier's Paint & Varnish Remover. The choice for this rested entirely on the fact that this was the only brand the shop stocked. I applied the remover several times and as each coat 'bubbled' I used a blunt scraper to ease off the old material. It was a surprise to find how stubborn some parts were to remove but I had put aside my usual exuberance to get a job done quickly and patiently scraped away until the woods were clean. Fortunately for me the wood was not damaged and the condition of the door pieces did not warrant any filling. Again on advice I did not use a Grain Filler as it was thought this could alter the finished appearance. Now the point had been reached to begin the preparation proper. From the articles I had read I did not use any sandpaper lower than Grade 240 and in fact finished the sanding using Grade 400. Again I was advised not to use wire wool as it is possible minute particles could remain embedded in the wood surface. All the surfaces were wiped over with White Spirit and left to dry.

I had read that the preparation such as varnish removal, sanding etc should be carried out in a separate place to where the new finish was to be applied to exclude dust/contamination.. Therefore I did all of the above in the garage (I would wash down the car later). I had negotiated and prepared a warm room, the spare bedroom in the house to apply the



varnish/lacquer. This eventually caused a certain level of marital disharmony as the material does have a something of a pungent smell that invaded nearly every room in the house.

Prior to entering the home with the woods they were wiped down using a 'tacky' cloth. I wanted the woods to be in a warm environment for about 24 hours, as we had just entered a particularly unpleasant cold spell with overnight temperatures below freezing accompanied by cold rain. All materials to be used were also brought inside and put in the utility room adjacent to the boiler, where I planned to do the 'cutting back'; so you perhaps are beginning to understand how the seeds of marital 'disharmony' were being sown fairly early on.

I have used the term 'lacquer' but is in fact a plastic coating mixed with a hardener and is manufactured and sold in the UK by Rustin's. I purchased the 250ml bottles. In setting up where I was to apply the Rustin's I had varnished a piece of marine ply large enough to accommodate the door woods. Also there were sufficient small pieces of wood about sixteen, 2" x 1" x 6" (wiped clean with the 'tacky' cloth) to support the woods as the finish was applied.

I was aware that it is possible to spray the Rustin's but as the weather was so cold outside and there was **NO** chance of being allowed to spray inside so I opted to use a fine brush. Another drawback to working outside would be the risk of the plastic coating 'blooming' or something just as terrible happening.

Now 24 hours later with the wood and materials at room temperature it was time to begin the next stage. A small amount of the plastic coating and hardener were mixed in a clean jar that had a lid. The correct ratio of hardener to Plastic Coating is 1 to 4 by volume and should be applied in a temperature of not less than 18 degrees C (68 degrees F).

It was now time for my personal preparation! I put on a clean cotton shirt with long sleeves (hairy arms?) I borrowed my wife's shower hat (head hair?). At this point a sort of domestic peace had been declared but I had not applied any plastic coating yet. Using a small amount of the Plastic Coating Thinners I thinned down the previously prepared mix. This was applied to the back of the wood by brush to assist sealing. When dry the woods were turned over and a thin coat was put on the top surfaces. After each application of the Plastic Coating the brush was cleaned in Rustin's Thinners, then in brush cleaner followed by warm soapy water and rinsed in warm water and allowed to dry naturally.

I allowed about 24 hours for the wood pieces to dry, then the top surfaces were given a second coat of the thinned down mixture by brush. Again allowing 24 hours to dry it was decided to 'cut back' as some imperfections could be seen. Down to the utility room (adjacent to the kitchen!), using warm water with a small amount of washing up liquid added and using either 1000 or 1500 grade wet/dry the woods were gently re-surfaced. Once dry all the surfaces then wiped down with white spirit and then the 'tacky' cloth.

Back in the 'application room' (the spare bedroom) two more coats with no thinners were applied over a period of 48 hours. These were then 'cut back' gently to remove any 'sags', small particles etc., wiped with white spirit, then the 'tacky' cloth. Two more coats were put on and left to dry for 48 hours. Then it was back into the utility room to begin cutting back carefully using 1000 grade wet/dry so as not to go right back to the wood. The surface now had a matt finish. The next step was to start to establish a gloss, and I used Fareclar G3

cutting paste followed by Rustin's buffing paste. Once the surface shine was coming through the paste was wiped off and a full shine obtained using Autoglym Ultra Deep Shine. I have read that a better finish can be obtained using a buffing wheel.

The number of coats of lacquer you apply and cutting back is dependent on how you feel the finish is coming through. I have been advised that increasing the number of applications gives a deeper gloss finish. You may also like to experiment wood staining test pieces before you commence treating the woods on your car.

### Conclusion



### Finished!

The door capping pieces shown are not from a Triumph Renown but from another car in need of some TLC.

The general appearance was better than I expected to achieve, the satisfaction I felt was of completing something that until a few weeks ago I thought was well outside of my skill.

The Rustin's Plastic Coating was easy to use and the help from the various sources

invaluable. I am sure there are most probably other ways of completing this work but it worked for me and hopefully these brief notes will provide that initial base for others to restore the woodwork in their car.

### Materials

Rustin's Plastic Coating, Rustin's Buffing Paste, Rustin's Thinners  
Blackfriers Paint & Varnish Remover (self neutralising)  
Fareclar G3 Paste Compound, Autoglym Ultra Deep Shine  
240 -400 grade Sandpaper, 1000 – 1500 grade Wet/Dry.

Clive Lungmuss

Please Note: products mentioned, and methods described, do not imply any endorsement by TROC Ltd; any treatments undertaken are the responsibility of the owner of the car. If in doubt, consult a professional.

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### *'Dancing on the Edge'*

John Bath, club Historian, passed his thanks to Tom Robinson for spotting a distant view of a razor edge car in the TV drama concerning a 1930's dance band. The set was at the Black Country Museum, Dudley, but we have no registration details for the car. Since the period was meant to be the Jazz Age 1920s-30s, it was hopelessly wrong to have a 40s-50s car there, but then nobody's perfect!



## FOOTNOTE

We have been contacted by Stephen Day, who has for sale one of the Renown jigsaw puzzles which the Club used as a Rally memento a few years ago. He writes:

“I have an unopened 500 piece jigsaw which depicts a Triumph Renown in a field with a family picnicking alongside. It appears to be made by 'King' of the Netherlands. It is as new, but there is a small area of biro scribble on the front of the box, not on the picture.

As an old vehicle owner myself, I would like this to go to someone who might appreciate it, so perhaps one of your members might? I would like £6 for the puzzle which will include UK post and packing. If you can circulate this to any interested people, I would appreciate it. My email is [yads@talktalk.net](mailto:yads@talktalk.net).”

The image on the jigsaw is a very evocative scene, and I suspect that we have several members who will appreciate this offer. Please contact Stephen directly at his email address.