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Hold the front page!

What do we have hiding in here?

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(Affiliated to the Federation of British Historic Vehicle Clubs)

‘BARN’ FIND IN REMARKABLE CONDITION

We have message from David Coote, a resident of Croydon, who is trying to contact TROC which he has heard about from a friend. In 1961 his father had bought a Triumph Renown, and on his demise the car was looked after by David’s brother; now, suddenly, the brother has been taken ill and died. The car has been in a lock-up garage for the last 21 years, and David would like to sell it, so that the proceeds can go to his brother’s widow. Would we be interested in taking a look?

You bet we would. As soon as could be arranged, we arrive at David’s house and he directs us a couple of miles to a row of lock-up garages. The last time David had seen the car, until this week, had been when his father had driven David and his young bride out for a ride, as newly-weds; now, retired from 22 years service in the army and 15 years in the reserve, he opens the garage door...



And there she sits, dusty chrome peering demurely out into the grey daylight she’s hardly seen for so long. You feel the headlights should blink once or twice, or squint against the unnatural brightness after all this time. Walking quietly, out of respect for her long slumber, we approach.



The colouring is unusual; dove grey, but the roof is black. Surely, if this is a two-tone car, the wings would also be black? Later, however, club historian John Bath says that in researching the production records from 1954, he has found out that Triumph did indeed make two-tone

colour cars using this design, and that the variation with the wings in the second colour is something which has been done only by individual owners in re-sprays. Assuming that Triumph had actually started two-tone design earlier than previously known – because this car is from June 1953, judging by the commission number and the registration plate – then this is the genuine original paint scheme. The paintwork itself, so far as we can see in the

dim light inside the garage, and unable to get all around the car, is very dull, but with relatively few serious chips, just a little rust discolouration along the bonnet-edges, and only one substantial flake on the front wing. It is possible the original paint could be revived, with careful polishing and a little repair. The new owner, whoever it may be, will have to discover; and will then have to decide whether to maintain this original paintwork and colour design (the only factory original two-tone Razoredge in the world, quite possibly) – or whether to repaint the wings black (because the two-tone layout normally seen does look more balanced, we have to admit); or whether they want a complete respray in some other colour design.



Examples of two-tone from the Broughton Castle club rally last July: Roger Saunders' TDC in the original Triumph factory design, and Richard Jelf's TDB in the more commonly-seen variation.



John Bath is undertaking a search of the production records for this newly-discovered car, which if successful will answer some of the questions; the results will be in the August GLOBE, when we hope to be able to update you on the developing story of the car.

Enough of this digression into the historical merits of colour-schemes; what is the car LIKE?



It's a long way from immaculate. She is well-worn, with 78,000 miles on the clock and clear signs of wear on the pedal rubbers consistent with that mileage, and damage to the footwell side trim where the driver, presumably David Coote's father, has been resting his right foot against it. Inside the cabin, some of the trim has been removed – there are signs that someone has been trying to access the inside of the trafficator, in the door-pillar, so possibly that's not working; the head-lining is hanging down on one side in the rear; the trim covering the ash frame,

inside the passenger door, has been removed, exposing the woodwork. Nothing seems to be missing, however; the items that have been removed are lying on the back seat.

An inspection of the exposed woodwork, however, answers the question I really want to ask. Tap hard on the wood, and it hurts your finger-ends, it's so dry and hard. This 21-year storage has been DRY. Tapping the wood frame all around the head-lining feels the same, and where it can be seen inside the boot – again, the lining has been taken off, and red-lead paint applied – the woodwork is equally sound. David Coote says that his friend who took the first look at the car has seen underneath, and reported that it has been painted with red lead, and appears rust-free. The dashboard plywood is flat and straight, right to the edges. Oh wow: a clear, dry, solid base to work from. How many of us look at those words with a wistful 'if only...'? See Gregor Robertson's account of what he's tackling, in the February 2013 GLOBE, for the other side of this picture.



The interior woodwork has good colour, and will I'm sure polish up without any need for sanding back. The dove-grey upholstery looks very good, but will obviously need nourishing carefully before it is sat on much; the same dry conditions which have been good for the wood frame will have dried out the leather. The rubber seals around the windows, which were clearly effective when it was last in use, are now twenty years older, and will need to be watched carefully. If rain is allowed to get in, the dry interior will soak it up. The same will apply to waking up the engine after all this time – who knows what the inside of the cylinders will be like? On trying the starting-handle gently, the engine turns over without any great resistance or strange noises, so it's not seized, but there is no feel of compression.

David and his friend had managed to roll the car out of the garage and back in, and he said the brakes could be felt binding. However, if it would move at all, that's to the good. The tyres were all flat, but stayed up once inflated; though one would not want to trust them at any speed. The engine, David recalls, is not the original; shortly after his father bought the car in 1961 it was replaced with another from Standard. However, it looked very familiar to my inexpert eye.



So who, I wonder, will take on the honour and the responsibility of re-awakening this sleeping beauty, and what horrors and delights will they find along the way?

Any members who are interested can contact David on 01689 843 433; we understand it will shortly be offered on Ebay. It is to be hoped that whoever buys it will agree to keep us supplied with periodic news and photographs. Hidden treasure indeed.

ROCKINGHAM CASTLE: THE BEST OF BRITISH

Rockingham has been the family home of the Watsons for 450 years, and opens only periodically to the public. The Club has arranged to use the castle grounds for our Rally this year, and like Broughton 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 14th July, and the site will be open to receive you from 11am; the rally is expected to close, after presentations, at 16:30. We

have been given the tilting lawn for our use; unlike at Broughton, this does not indicate a sloping site, but rather an area once used for jousting. The castle tea-rooms can provide hot or cold lunches, or you may wish to bring a picnic. There is no road-run this year, unless members wish to improvise on the day.

Rockingham Castle is (just) in Leicestershire, just north of Corby. The postcode, in case you want to try it in your sat-nav to calculate the distance, is LE16 8TH. 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 tempt any of our more northern members to make the run this year, since we have come a little way to meet you. Tours may be taken of the House, the 10 acres of gardens, or both.

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 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 were only reserved until the end of April, but at the time of going to press, one remains, so please book promptly to avoid disappointment. It's a Best Western, so should be reliable!

DO YOU NEED ANY SPARES TO BE BROUGHT TO THE RALLY?

If you'll be attending the rally and there are any spare parts you need to buy, please contact the relevant spares officer (see inside front cover for names and phone numbers), so that the required items can be brought along. We shall only be bringing the items ordered in advance; no 'on spec' sales trays.

DRIVE-IT DAY 2013

The weather was not ideal on April 21st this year, which is an important factor for the Razoredge. Most of us know the discomfort of wet trouser-knees from the drips which find their way through the windscreen rubbers. However, a little rain – or even a lot of rain – doesn't really do much harm, so long as the car has a few days of drier driving afterwards to allow the air movement to work its healing magic. Never put it away wet!

Those who braved the conditions were rewarded with the camaraderie of all other classic car drivers, and smiles and waves from the general populace; and in some areas of the country it was actually quite a pleasant day. We thank the following for sharing their experiences.

Ronald Macdonald who lives near Glasgow, writes: "Here's a photograph from drive it day that you may wish to use.

"I was on a car run organised by our local Rotary, about a 100 mile round trip. We met for lunch at Knockhill Race Circuit near Dunfermline, where we were allowed to go round the track three times. I received a signed photograph of Stirling Moss in a racing car for winning the concours d'elegance. My car registration is RKT 218."

Congratulations to Ronald on his prize; the racetrack is not where you'd expect our cars to shine, but elegance we certainly have in spades.

David Shulver wrote: "Good morning Roger.

"You asked for snippets of Drive-it day. JLY 232 (1800 TD 2125) had its first outing of the year in glorious East Anglian sunshine through the byways and lanes of north Suffolk/south Norfolk, ending up for lunch at Elveden Forest Park (south-east of Thetford). We encountered five like-minded classics on our 65-70 mile tour, all waving and tooting just like us. A good day out with no problems!"



Brian Wade from Yorkshire says "I have attached some photographs taken on this year's drive-it day which you are welcome to use if you wish. The pictures are all taken in Wensleydale and Swaledale in the North Yorkshire Dales National Park. It was a cold, squally day with periods of sunshine and showers. Distance travelled was 58 miles with stops for lunch and an afternoon tea break. I met up with the Drive-it Day Herriot Run organised by the Cambridge-Oxford Owner's Club and tagged along. My car is TDB3893, Reg. LXW 900, seen here in Bainbridge."



At Hawes, Wensleydale, with some younger Triumph relatives

One of the aims of TROC, in addition to keeping our own cars on the road, is to promote the car and to keep it in the public eye. There's no better way than to be out and about, being seen by other car enthusiasts and the general public.



With the Herriott Run meeting, at Reeth, Swaledale

Below: crossing the moors from Wensleydale towards Swaledale; and meeting the train at Hawes Railway Station.



‘POWER OF THE PAST’ RALLY, AUSTRALIA

This rally, held in Mount Barker in the Adelaide Hills South Australia is an annual event held over two days which has displays of early stationary engines, machinery driven by engines, commercial vehicles, cars, motorcycles, tractors and collections of various industrial and domestic items.



Each year each category has a featured make, and this year's were Hercules engines, Chevrolet trucks, cars made by Standard Motor Company, BSA motor cycles and Field Marshall tractors.

Our local club ‘Northern Automotive Restoration Club ‘ enters a display each year and as there are very few examples of Standards in the club we were asked to enter our Triumph 1800 Town and Country Saloon.

We live about 220 kilometres North of Adelaide and the venue is about 60 kilometres South East of the city. We stayed at a resort just a few kilometres from the venue. The car was taken to the resort by trailer and then driven to the rally from there.

There are very few 1800s in Australia, about 5 or 6 that I have known of, and I gather that there are very few in Britain as well. I was therefore surprised, as I entered the grounds on Saturday morning, that the chap manning the gate said “I know where there is another one of these cars, but not in quite the same condition, it's at Prospect Hill.” I took note, but so many times in the past people have mistaken our car for a Mayflower that I did not expect too much to come from the comment. I think the association with the Mayflower comes from the fact that the cost of the 1800 and Renown were high compared to other cars of the time and because of the lower price quite a few Mayflowers were sold, and the square lines have stuck in people's minds.

However surprise, surprise, during the day a chap introduced himself and said that he was the owner of an 1800 and he lived at Prospect Hill, about 30 kilometres away. His car was previously owned by his grandmother and was still in original condition (undoubtedly with some wear and tear) and had recently been used in a family wedding. He went on to say that his father had also owned an 1800 and that it was still within family ownership but due to poor storage conditions was not in very good condition.

The next day his wife showed me photos of the car on her ipad and although the lighting was not very good when the photos were taken the car looked to be in reasonable condition. The commission number is TD2298DL, engine number TD2309E. From what I can figure it probably left the factory about April 1948.

At three o'clock on Sunday all exhibits are shut down and the trophies awarded for the different categories. I think there were about seven cars entered under the Standard banner, a couple of Vanguards, a couple of TRs, a couple of the later saloons and our 1800. I quietly hoped that our car had enough charm to sway the judges and was thrilled when our name was called and I had to step



forward to receive the trophy, presented by the Mayor of Mount Barker.

Unfortunately my wife Eleanore could not be with me at the time as she has M.S. and the day would have been too exhausting. We'd started at 6.45am with a swap meet (an auto jumble in Britain) and finished at about 4 pm. But she still enjoyed the fact that we had been awarded the trophy.

Brian Beyer

(Photographs from The Northern Argus, reproduced with permission.)

We congratulate Brian on his trophy, and on keeping up the reputation and prestige of the car with such a fine example himself. Brian, we don't have the commission number of your own car, and if you should learn any more about the second 1800 in the keeping of that family at Prospect Hill – or a contact name or number so we can approach them – that would help our quest to collect as many records of the cars as possible. Thank you for sending this article and the photographs!

A WORK IN PROGRESS

Ray Gomm, from Hertfordshire, was hoping – as we all do, when we take on one of these noble-looking beasts – that in buying GWF 90, a silver-grey 1800, that he'd got a cracker of a car, which he could enjoy driving and maintaining, though probably with an occasional repair needed, because after all the cars are sixty years old, but if you're lucky, not too many.

Very possibly there are lucky Razoredge owners, and possibly whoever buys Mr Coote's 21-year sleeping beauty from p24 will be one, or the buyer of the Rodney Evans car (see page 38 for news); but you wouldn't want to bet real money on it. Our experience generally is – to misquote Gary Player – the harder you work, the luckier you get. Ray soon discovered he'd bought a bit of a turkey. The list of things that needed completely dismantling, refurbishing, reconditioning, or outright replacing, grew steadily. Even replacing doesn't always work: this was what he found inside a replacement engine:



He adds, however: "I've just had it cleaned in a bath of acid for 48 hours – it looks great now. Going to have the water jacket pressure checked tomorrow and then it's eyes down for a rebuild."

You'll gather from this that Ray believes that if a thing's worth doing, you might as well do it properly. The next page shows the before-and-after visions of the carburettor. Not normally a thing of beauty; but in this case – if that's not Art (capital A) – what is?



Ray has offered to share with us some of the organisations he has found along the way.

Please note that these are not recommendations or endorsements by the Club; but they are findings of one member who has had occasion to try out some of those who provide services for the classic car industry. He writes:

“I’ve done a lot of work on TD 3176 recently and have had some fantastic service from many people. As such I’m very pleased to recommend the following which may well be of use to other members:

Carburettor rebuild: Gower & Lee, Bushey Herts – 01923 47300, sales@gowerandlee.co.uk See the before and after photos – they speak for themselves. Stripped, honed, cleaned and rebuilt with all new jets, gaskets etc. £110. Before it was difficult to start and would only run with half choke on. Now it runs like a dream.

Leaf spring rebuild: Brost Forge Ltd - Unit 7, 149 Roman Way, London N7 8XH 020 7607 2311 - Chris and his team did a superb job on my rear leaf springs including new leaves and end bushes. 10 day turnaround and a sensible price.

Spring hanger bushes: Robush Ltd - 01473 738569 – tony@robush.co.uk - supplied other bushes to exact size required including milling to fit. Not cheap but highly accurate.

Bump stops: Essential Equipment Ltd, yvonne@essentialequipment.co.uk on 01902 725055 supplied a pair of RX4 Taxi bump stops @ £2.50 each, which fit the 1800 axle nicely.

Finally, Bob Harman Performance Ltd – 01923 226700 – mail@bobharman.co.uk – are absolute geniuses at anything mechanical. They did a full rebuild on the cylinder head,



including hardened valve seats, new valves, skim and rebuild. I’ve used their workshops and services for the past 15 + years. They also have full mechanical workshops and they can make any part you require, re-bore, regrind, rework. Total restoration from the ground up.

Regards, Ray.”

"Grace" - our 1948 Triumph 1800 Town & Country Saloon

UNUSUAL COINCIDENCE OF REGISTRATION PLATES

Our new member Phillip Pace, in Belper, Derbyshire, has a TDC with registration number NBP 847. Members with close attention to detail and an encyclopaedic knowledge of Razoredge registrations will raise an eyebrow at that; and certainly long-standing member Charles Richards from Kent should, because he owns NBP 445, and it's a TDB.

Since car registrations during the manufacturing time of our cars were issued pretty much in sequence, with each letter-combination allocated to single licencing authorities, we can tell that these two cars were both first registered by the same authority – in this case West Sussex County Council – and it would be quite unusual to have different models of our cars sharing the same letter combination. Not impossible, however; and in this case, the NBPs began to be issued in October 1951, going through to February 1952. Mr Richards' car is TDB 6407, amongst the last of the 6,501 TDBs, issued probably in November or December 1951; and Mr Pace's TDC has the commission number TDC 286, very early in the TDC series, issued in January 1952. They are, in fact, just 382 cars apart in the production sequence, despite being different models, and the registration plate coincidence is therefore satisfactorily explained.

SALE OF THE LATE RODNEY EVANS' CAR

We had four people enquire about the car, only one of whom came to view it. This person, an existing club member, has purchased the car at close to the professional valuation. The Club had identified that the engine had a water leak allowing the coolant to pollute the oil. Unfortunately it became apparent that some significant mechanical damage had taken place at some stage. The new owner is now undertaking a major recondition of the engine. He intends to come to the rally in July and in the longer term bring the car up to a good standard. The committee wish the member every success with this venture.

The proceeds of the sale will be identified in the Club accounts that will be presented at the next AGM. As previously discussed, we wish to use the funds to provide a lasting benefit to the Club as a whole that will be identified in a permanent manner as being the bequest from our late member, Rodney Evans.

TRANSPORTING CLASSIC CARS

As editor, I am from time to time contacted by a specialist car-transporting company, Straight Eight Logistics, who often have empty trailer or transporter capacity as a result of contracts to deliver or collect vehicles. This week, for example, they have an empty trailer going out to Pamplona, which might have been helpful if anyone had been contemplating taking their Razoredge on holiday to Spain. However, the notice given is for obvious reasons usually very short, so there is no point trying to include these offers in the Globe. We have no direct knowledge of the company, so this is in no sense a TROC recommendation or endorsement; but as an idea for members who might wish to move cars long distances, you might wish to visit their website at <http://straighteightlogistics.com/>. If you were to make your needs known, they might be able to match you up with another part-load, thereby saving some cost.

STAR 90: THE STANDARD TRIUMPH ANNIVERSARY RALLY

At Gaydon in Warwickshire, just half-a-mile off the M40 and level with Stratford-upon-Avon, is the National Motor Heritage Museum. In itself, it is a fascinating chronicle of the many great achievements of the British motor industry, and just an hour or two wandering through the many exhibits is enough to make you wonder how we could have been SO good at all this, and then thrown it all away. Perhaps one day we shall have to do a feature on the museum, because there are enough remarkable historic vehicles and associated anecdotes to fill a dozen Globes. Sadly, however, they don't have a Razoredge in the display.

That omission did not matter at all on Sunday May 19th this year, because there were five parked outside, along with probably five hundred other Triumphs and Standards dating from the dawn of motoring to the late 1980s.



There were four very nice razoredges -



- rank upon rank of glossy, cared-for more modern Triumphs – those in the distance on the hill, massing like extras from Zulu, are also Triumphs -



- and herds of Stags. .

Equally impressive was the number of different clubs which were represented. There was the Sports Six Club, a Northern Ireland group, the Club Triumph, the TR Register, the pre-war Triumphs, the Standard club, our good friends from the Mayflower club, the Roadsters, and an international gathering of Triumph Stags who had been doing a four-day rally concluding at Gaydon. I have probably missed out several. Everywhere there were huddles of people gathered around this car or that. As soon as a bonnet opened, a little throng gathered to ask, watch, listen and learn.



I saw two of the most appropriate number plates you could ever ask for:



The absurd boot access on a 1950s Standard 8. Notice the man holding the number plate panel, which has to be removed in order to grope around in the space behind.

The TR2. That is, TR2 number 2. Number 1 was a left-hand drive model exported to the USA and no longer in existence, and this is the second car ever built. Since the TR1 was only a prototype, never in proper production, this individual car may be regarded as the progenitor of the entire TR range that followed.





“Have you noticed..”

The inimitable art deco lines of the Triumph Gloria-based ‘free-flow’ and the Dolomite.



We shall be featuring more individual items of interest from Gaydon in succeeding Globes.

MYSTERY PHOTO TO IDENTIFY



Member David Wickens purchased this photograph of a flower-decked Razoredge and sent it to John Bath. We have no indication of the location or date.

John comments: "It reminds me of Brighton or Eastbourne, but that is just a wild guess. The registration number indicates Guernsey, as there are no letters, assuming it was taken in the UK.

"I am certain that the car is an 1800 or 2000 saloon, and amazingly, there is another RE parked on the opposite side of the road, if you look carefully.

"I scanned the picture just now and enlarged it a bit, so it was certainly not obvious when I looked at it before, so you got 2 for the price of one, and for just £1 too! Well done!"

From the flowers and the registration plate, I would imagine this is Guernsey itself – there are imposing seafront terraces as seen here in this aerial shot of St Peter Port, particularly alongside the marina, in the Brighton / Eastbourne style which John recognises.

So can any member help us identify the visit of a Duchess to Guernsey in about 1946 – 50?

As for the second Razoredge on the other side of the road, the corners of the roof and boot lines look a little rounded, to me; but sadly the low resolution of the photograph will not allow certainty.

**MEMBERSHIP RENWALS
AND PROVIDING CAR OWNERSHIP DETAILS:**

LAST CALL

Once again the time seems to have passed quickly and it is time to think about membership renewal. This year we have revised the renewal form (*enclosed in the April edition of the GLOBE*) to provide more information for you, and, for you to provide some more information to us in some cases.

For some of our members our records of car ownership may be out of date. There are those who now own more than one Razoredge car or perhaps have sold one version and bought another. In order that we can assess the possible demand for spares and also keep track of how many of our cars are still in existence, the renewal form now has not only increased space for personal details but also space to record each vehicle where more than one is owned.

We request that ALL members, both private individuals and companies using the cars as part of a classic car hire service, complete and return the form this year irrespective of how their membership payments are made.

The renewal form has more payment information options detailed and in any instance where advice or help is required, please contact the membership secretary, Bob Hobbs, by phone or email.

All those renewing MUST do so by May 31st please. Late payment will result in no spare parts or Globe magazines being available until full payment has been received. Reminders are not issued, in order to keep costs down.