

THE GLOBE

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Not used for years and the brakes are seized on?
I don't see that should be a problem...

EDITORIAL

From all your Committee, to all Members: best wishes for the festive season. May your celebrations go as you plan them, and may goodwill carry you through the crises that crop up, little or large.

There's always something, isn't there! Either you forget to collect Auntie after church, or Sadie's had a tiff with her boyfriend and is determined to be miserable, or you forget to get out the pickled onions you bought especially – or if you're really lucky, forget the Brussels sprouts. Last year, our oven stopped working on Christmas eve. Of all the days for it to choose! It's a bit like owning a Renown: very very special, but... you always drive with one ear cocked for the unusual noise that announces your next adventure.

Last week, the signal I received was physical before it became auditory; is the steering hanging to the right, I wondered? Yes, definitely pulling to the right. Then came the rumble, rumble that confirms a flat tyre, leading to an hour sitting in the dark on the embankment at the side of the M2. It was a beautiful starlit night, however, and the moon a thick crescent sliding smoothly past low cloud, above the A259 bridge. It was December 5th, still before the start of Christmas by most reckonings, so even outdoors at night, I considered myself safe from the Wild Hunt and the dark and primitive omens that go with the winter solstice; but though I did not know it, thousands of miles away, Nelson Mandela lay dying, bringing to an end one chapter in the history of South Africa, a country most gifted by nature and much troubled by man's deeds and misdeeds.

Within this edition you will find weddings, new cars and old problems; a little technical guidance – apologies to those with long memories, for this has been published before, but there are only so many things you can do with cars – and overleaf, this year's Christmas Carol, which you are required to sing, to your family or friends if you have a good voice, and in a place of suitable solitude if not. If you need musical accompaniment, search on the internet for “*Once in Royal David's City*” lyrics” and you will find a number of websites which will play the tune for you. It should have a special resonance for Bill Brewer, whose account of taking on a Renown begins on page 92. Tom Robinson's next instalment of the Limousine story is deferred until the next *Globe*.

Editor

Our cover pictures for this issue:

Front – Bill Brewer getting resourceful with his new car, see page 92.

Rear – The things we throw away... Member Michael Capps thought he could see three possible Razoredges in here, but I believe they are all wishful thinking. Any positive identifications will be published in the next edition. Photograph reproduced with permission from the Ford Y and C Register magazine.

NOT EXACTLY THE COVENTRY CAROL

Last year we brought you ‘Hark, the Triumph Herald Sings’, and this year we thought you would enjoy a second rousing Carol with words appropriate to our particular vocation. To the tune of “Once in Royal David’s City.”

Once from deep in Coventry City
To a lowly tractor shed,
Came a car, a model TD
Laid-up for years and neglected.
Now the owner sells it on –
He needs the space, it must be gone.

So our hero buys his dream car
Takes it home, explores its state.
The leather’s dry, the dashboard’s peeling,
Goes through oil at a terrifying rate.
So he feeds the leather gently
Very glad it’s not a Bentley.

The head is skimmed, the dynamo refurbished,
The clutch re-lined, and still the list goes on.
He spends long hours bringing back the paintwork,
Buffs the chrome, ’til she’s good to look upon.
On fine days he drives the highways
But the steering’s slack, and it wants to go all sideways.

It needs new tyres, it eats his money
And his wife is not amused.
He soldiers on, and tightens up the steering
And TROC will help him when he’s confused.
So he works, getting cold and mucky
Admirers tell him he is very lucky.



*How did Mary and Joseph know Jesus was 6lb 7oz when born?
- They had a weigh in a manger.*

RECENT AND FORTHCOMING KEY EVENTS

Since winter is upon us, in this edition we list only a few key events throughout the coming year. A fuller list will appear in future editions to help you plan your motoring events.

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

- Sunday 27th October** **Stoneleigh Restoration Show**, Warwickshire. Four halls full of autojumble, with plenty of experts on obscure parts for all classics. 9:30 to 4pm, with demonstrations and club stands. TROC was represented by Chris Hewitt and Bob Hobbs.
- 15th – 17th November** **NEC Classic Motor Show**, traditional season-closer at the NEC. Be warned that parking is £10 and entry to the show is £9.50 - £64 a head depending on what you want to see and do; but there is a huge range of exhibits and events available. Over 1,500 cars! TROC was represented by David Shulver with his TD, sharing a stand with the Roadster club in Hall 11.
- CORRECTION:**
Sunday 9th March **TROC AGM** at Gaydon Heritage Motor Centre, Warwickshire, (not 23rd March) 10:30.
- Sunday 13th July** **TROC Annual Rally** at RAF Cosford Aerodrome, near Shifnall, Wolverhampton. The base is still a 'live' RAF base, principally for training and aeronautical engineering, but also has an extensive museum covering the 75 years of Cosford history and other significant aeronautical events. The impressive and thought-provoking Cold War Exhibition was opened in 2007.

The De Havilland Mosquito is amongst the 70 aircraft exhibits at RAF Cosford, and has a significant Standard/Triumph connection – in the war, the Canley and Banner Lane factories were two of the secret 'shadow factories' making engine parts, and the fuselages for 3,000 Beaufighters and 1066 Mosquitos.

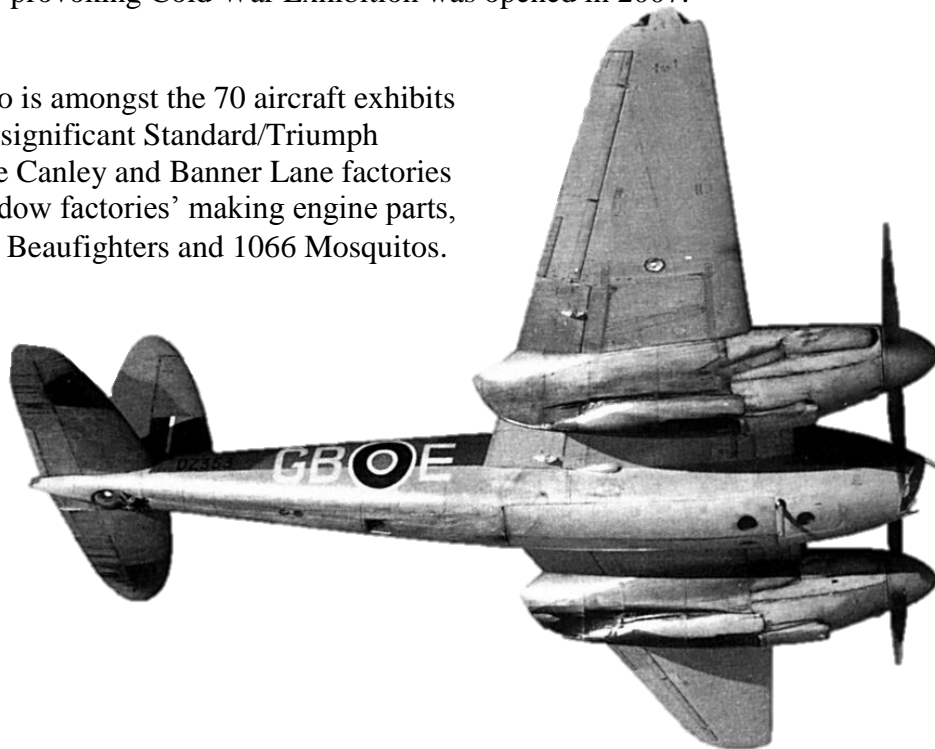


Image extracted with permission from wwiivehicles.com

PICKING UP TDB 6449

By Bill Brewer

My lovely mother had recently passed away after a 44-day battle with pancreatic cancer and I had had insomnia and depression. One night I couldn't sleep and at 2am I was up looking at cars online thinking that buying yet another British car to accompany my TR3A and TR6 might make me feel better.

I had paid \$300 for the TR3 only because it came with \$300 in new parts in boxes. I dragged it home and worked on it a day to get it running again. I've been driving it for 22 years now, restoring it as I go. The TR6 is still a work in progress. I also have been promised two disassembled 1952 flat rad Morgans, both of which are rust and rot free. I probably should seek some sort of mental health counselling.

Well, an Elise seemed too modern, Jags too expensive to maintain, Astons too expensive to buy, the Lotus Esprit too exotic, a TR4 – I had already got two TR's; and so on. Then I ran across TDB 6449. I was intrigued. My TR's rough and windy rides have been killing me and I had been considering a closed car. I live in the mountains and work in the desert, so some mornings are very cold; and then the drive home is extremely hot (112 F!) with 35 mph winds.

The car was 2 hours away. I contacted the owner, viewed the car and struck a good deal. The car had 45,000 miles on it and had original paint and interior. The owner was non-mechanical and couldn't keep the car running. It hadn't been driven in many years.

My best pal Lou Zaninovich and I got his truck and trailer and drove to Valencia, CA to get the car. Our plan was to push the car out on to the street and roll it downhill to up on the trailer. Well, the brakes were all seized and the car wouldn't budge. In hindsight, we should have pulled the wheels and backed off on the brakes. We thought that if we could get the car rolling a bit that the brakes would "un-freeze". This didn't readily happen. Then we had a great idea about disconnecting the electricity to the coil, inserting the crank and then cranking the car with it in gear to break the brakes loose and get it moving. This made for a long morning...

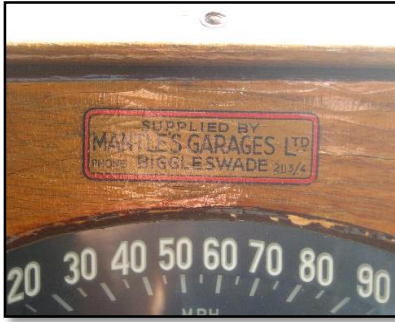


We eventually got the car to my home in Tehachapi,

CA, but it was late and we left the car on the trailer for the night. When I got around to getting it off of the trailer, I charged and connected the battery, and the car started right up. I backed it off of the trailer and drove it into the garage. I am fortunate to have a 6 car garage and 2 car workshop.



The leather is all dried out and cracked, but there is very little surface rust (under the wings only) and no wood rot that I have found. The car was originally sold by "Mantle's Garages of Biggleswade" according to the slip transfer on the dash.



The car runs and drives well. It does need some love, definitely. I am really attached to the car. With the British license MXW 774, we have named the car Maxwell.

A Renown owner in the States is a lonely entity. I have only seen one other in my life. I run into TR3s, TR6s and MGBs periodically still.

I am amazed at the originality my Renown. I regularly crank start it for observers. As soon as I sort out my coil spring/wheel clearance issues I plan to drive it regularly.

California is an interesting place. I live in the Sierra Nevada mountains at the mile high elevation. Yesterday it was blowing snow at my home. Today I am at Pismo Beach enjoying the sun only 3 hours away from home.



My goal is to drive the car on its 100th birthday. I'll only be 93 then.

- Bill Brewer, Tehachapi, CA

(Photos from Bill Brewer)



Well, Bill, we're very sorry to hear about your mother, but welcome to the club, and thank you for this account of setting out on the road to Razoredge ownership. We can tell you that Mantle's Garage in Biggleswade is still going strong, now in its third generation of family ownership. Your car would have been bought during the time when Ian Mantle had recently taken over from the founder Ben, who had

started the company in 1920. Ian was a motorsport and rally enthusiast, who amongst many other achievements earned a place in the Guinness Book of Records by towing a caravan around the Monza track in Italy for 24 hours at an average speed in excess of 70mph.

The firm's current promotional video proudly shows the current owner, John Mantle, with a Mini they hold which they originally sold 47 years ago. Bill can top that!

Bill mentions front coil springs and suspension issues; we include a diagram of the front suspension inside the back cover of this edition.

TRIUMPH 1800 SALOON IN ROMANIA

By Brian Wade

My wife and I, together with friends, recently visited the Transylvania region of Romania (Sept 2013). As we were leaving the township of Rasnov, heading towards Brasov, about 160 km north of Bucharest, I caught a quick glimpse of a Razoredge. Could my eyes be playing tricks? Was this an illusion? A quick (but safe) U-turn was necessary to bring me face to face with TD3771, a 1949 Triumph 1800 saloon, standing in the car park of a sports centre. This was no illusion.

The event got even better as owner Vali Petrescu was with the car. Vali told me that the car was purchased in Dorset in 2010 and, as can be seen in the photograph, now carries Romanian registration plates.

Vali owns a wedding car hire business so the Triumph is earning its keep. He tells me that he has another Razoredge in the UK ready to be shipped to Romania. The commission number is not known, at this time, but the car will be delivered possibly at end of October 2013 and Vali has promised to send me the details. Additionally he has ownership of a third vehicle, which is without an engine and will be used for spares, mainly body parts. Again details are unknown at this time but I hope to have more at a later date.

It is possible that TD3771 is previously known to the club. Does anyone have any history or anecdotes to tell?

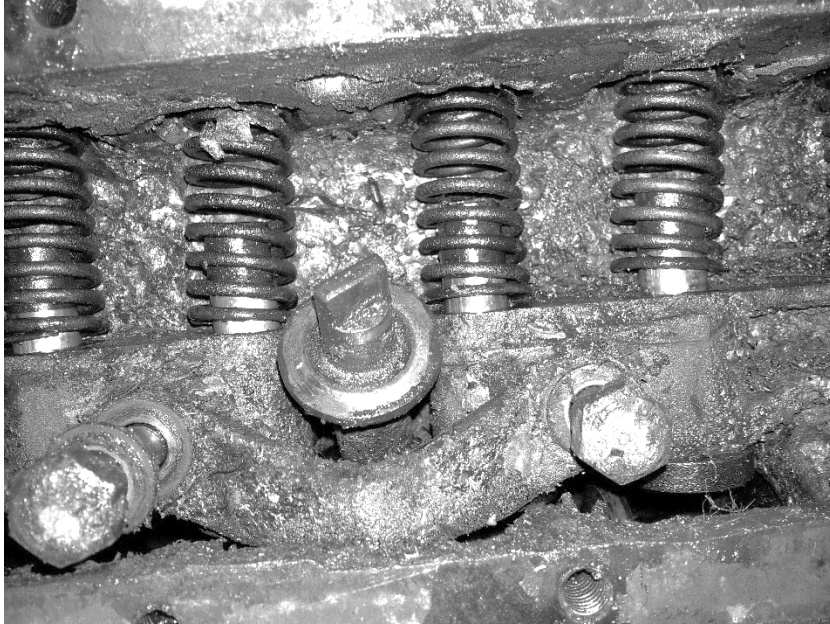
The photograph shows owner Vali nearest to car with club member Brian Wade.



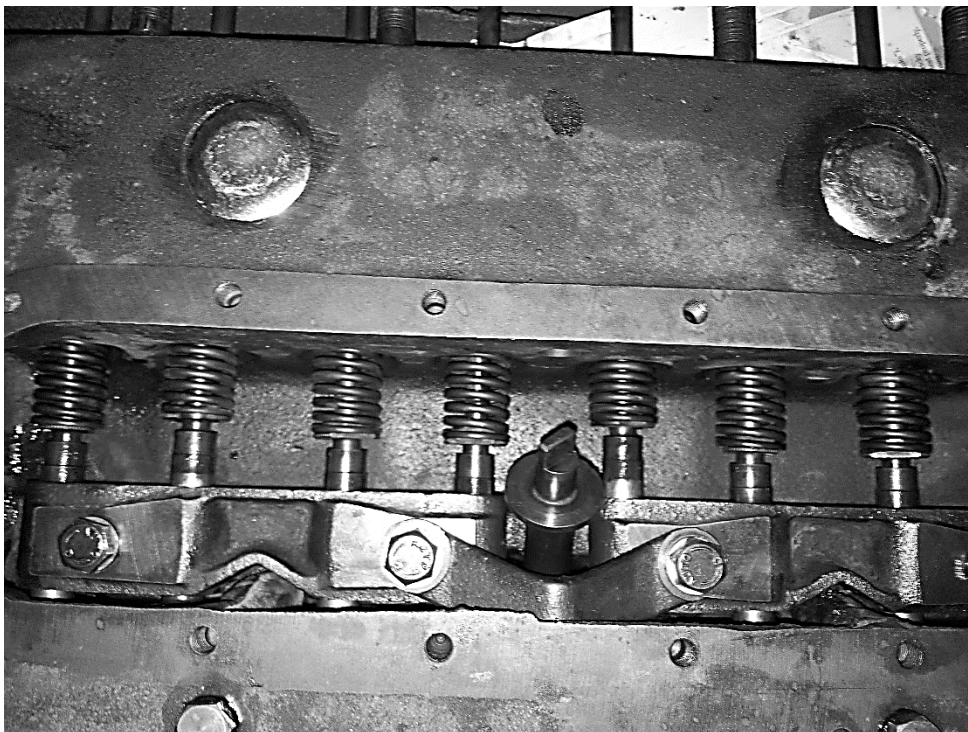
Photo: Brian Wade

THAT'S THE WAY TO DO IT

Readers may remember the distressing sight of this engine port, from an engine bought as a replacement by Ray Gomm, to go in his 1800 TD 'Grace'. (If this is the replacement, goodness only knows what the previous engine must have looked like.)



Having given us a Halloween scare with that image, Ray has taken pity on our quaking vision by supplying the 'after' picture to go with it.



So there. Keep the faith, and don't have nightmares.

Photographs by Ray Gomm.

A FAMILY TRADITION

Tom Robinson

Way back in July 1985 we were approached by an old family friend with the request for our TDC to be used for the wedding of Karl, their son, to Delia. Patricia and I were only too happy to oblige and the photograph below records this happy event.



Now we must wind the clock forward to August 2013 when Delia and Karl's son James, now a student at Oxford was to be married to Victoria at St. Andrew's church in Oxford. It was James's wish that he would like to use a Renown at his own wedding, thus carrying on the tradition of wedding cars within the family. His parents mentioned this to our friends who in turn asked me if I knew of any Renown owner in the Oxford area who could supply a suitable car. Alan Walton's name immediately came to mind and quite quickly suitable arrangements were made for his car TDB 3663 [NWB 396] to carry out the work. Another co-incidence was that Alan's car was originally registered in Sheffield.

I am told that everything on the day went extremely well and that in addition to the bride and groom, Alan's car was greatly admired.

The photographs on the next page were taken by Starstream Photographic www.starstream.co.uk to whom we are grateful for supply of images.



*Above At St. Andrew's church
Below Victoria and James Beilston-Edmands with Alan's car.*



MY DYNAMO DOESN'T CHARGE, WHAT'S WRONG WITH IT?

Electrical faults can be the very devil to diagnose, because you have four closely-related systems, any one of which, or any combination of which, can give you similar non-starting problems: the dynamo needs to generate charge, the battery needs to hold it, the starter-motor needs to provide sufficient turning moment, and the engine, when thus stimulated, needs to be capable of firing up.

A simple question, but let us try briefly to go through some of the more obvious checks.

Check that the dynamo is actually turning when the engine is running, and the drive belt is correctly tensioned, not slipping.

It may need new brushes. This is possible, but tends to be wishful thinking. If brushes are worn to the extent of being useless then there is probably some other damage as well. Check visually – Do they look alright? Then, and more likely, do they slide freely in their holders, or on their pivots?

Do they make contact with the commutator? Is the commutator itself clean, free from ridges and in a condition likely to make contact with the brushes?

If damaged in any way, then fitting new brushes is a waste of time, apart from as a 'get you home' job.

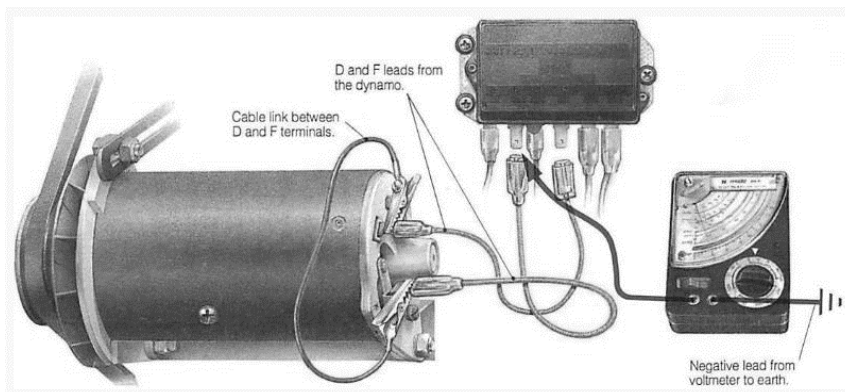
Perhaps the armature is 'gone'. Again, the first check is visual. If one, or a few commutator segments are burnt, more than the rest; if you can see a ring of solder around the casing in line with the inner end of the commutator; if there is any sign of winding loose, disturbed or damaged, then, 'yes indeed', the armature is 'gone'.

The answer? Have it rewound.

Now to electrical tests. With the dynamo disconnected from any external wiring, there should be a circuit to earth from either terminal. Ideally, it is best to measure the resistance, which ought to be less than 1 ohm from the main terminal; but not zero. The field resistance will be a few ohms; say 4 to 8, depending on type, voltage, etc. Even a check on continuity is useful. No connection means that at the very least there is a broken wire inside. Try the test too, while gently rotating the armature. There should be continuity at any point in the rotation.

All of this seems OK, but it still will not charge.

Make sure that it rotates really freely, ie no rubbing due to poor bearings. Then apply the



'motor test'. Connect F&D terminals together, and to the positive pole of the battery. The dynamo should rotate, as a motor, and in the proper direction. If it will start easily from any stopped position and run up to tick-over speed with no undue sparking, then it is probably good.

Note that it may have been wrongly polarised, or de-polarised, but this will have corrected that fault anyway.

If you have a voltmeter, replace the drive belt, keep F&D together and measure the voltage between this junction and earth with the engine running. If all is well, you will get a normal circuit voltage, at a little above tick-over speed. Revving will produce something like 80 volts. Do not do this too much, or you will need a new dynamo!

If results are satisfactory, then almost certainly, the dynamo is OK, and if it still does not charge, then the trouble lies elsewhere.

These checks will show up 99% of faults.

This article by Ted Broadhurst of Llangollen Motor Museum first appeared in the Standard Motor Club Magazine many years ago and we are grateful to the editor to reproduce here.

If you have access to the internet, www.howacarworks.com provides clear and simple illustrated guidance on topics such as this. ***Please remember at all times however – when you are not sure, seek professional advice.***



(Thanks to Gregor Robertson's daughter for sending the idea)

ITEMS FOR SALE AND WANTED; OFFERS OF SERVICE

Advertisers are asked to keep an eye on their advertisements in subsequent issues of the Globe, and to inform the editor when items are no longer for sale, or no longer sought.

TROC offers no guarantee of the bona fides of any advertiser. Members transacting business with any member or non-member do so entirely at their own risk and are recommended to take all normal precautions when doing so. You are strongly recommended to ascertain the suitability of such parts or cars to your requirements.

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

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

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

FOR SALE – TDC 1080 DL I currently have 1952 Triumph Renown for sale. It is not MOT but has been off the road for a couple of years due to time scale. It was a runner when last used. There is some body work required ie rust on bumpers. It would make a good project for someone who would like to give this car some TLC. Details are as follows: colour black, Chassis Number TDC 1080DL, registration MYX 405, Engine Number TDC1274E. Open to realistic offers only. Contact tel: 01270 668 834, email: jane-baxter@hotmail.co.uk

FOR SALE TDB 2024 registered NUM 629. No MoT, some work required on bodywork. Good running engine and £400-worth of spares and workshop manual will be included in this reluctant sale. More details from David Jones on 07833 059 154.

FOR SALE - The club now has in stock a restored rolling chassis for a TD 1800 Saloon complete with back axle and front suspension, in excellent condition. All enquiries to Chris Hewitt 01483 282140 Also many other parts available.

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

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

FOR SALE New dashboards including glove box lids. TDB/C models only. Finished to a high standard and ready for you to apply a veneer of your choice. Also centre instrument panels for these models are available separately. Contact Irving Dalton on 01430 860 833.

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

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



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

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

FOR SALE, PREFERABLY IN ONE LOT

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



NOW AVAILABLE FROM TROC

Workshop manuals for the 1800, reproduced from an original copy and bound in a flat-opening plastic pocket page ring binder. Available from Tom Robinson at £47.50 plus postage and packing.

WANTED FOR RECONDITIONING

Bell-crank lever and bracket assembly for the Renown

The Club is short of suitable old units for reconditioning. If you have one on your shelf or from a car you are breaking, please contact Chris Hewitt straight away. Similarly with steering idlers for reconditioning.

Also needed:

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

- all in any condition; contact Irving Dalton.

OIL FILTERS – AND OBTAINING SPARES GENERALLY

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

Michael Capps has written to ask if members living near Welney, Norfolk

(south-east of Peterborough) would like to go to see a good friend and ex-garage-owner who is now growing old and would like to dispose of his stocks of spare parts, in whole or in part, to people who can make use of them. He's no longer quite sure what there is there and the code numbers no longer mean much – so you would have to have some experience of what you're looking for. These are not just Triumph parts, and some date back before the time of our cars; the garage grew out of a blacksmith's business, and dates back to the 1890s. The business is called Padgett's of Welney, and can be reached on 01354 610 225. Michael also warns all comers that the flood plain between Welney and Wisbech is just what it says, so it's not best to visit after prolonged heavy rain.

NEWS AND NOTICES FROM FBHVC

The Federation of British Historic Vehicle Clubs is the central body which represents the hundreds of different classic car clubs, scrutinising new legislation and lobbying for our interests in Westminster and Brussels. All our members can register with FBHVC online, and read the electronic edition of the newsletter, at www.fbhvc.co.uk.

One item which might be of interest from the December magazine:

THE NEED FOR CONTINUOUS INSURANCE

Changes in the law in the UK last year, aimed at preventing the use of uninsured vehicles on the road, mean that all cars which are not covered by SORN notices *must* have continuous insurance cover. Most of us, I suspect, have multi-car or specialist Historic insurance cover which runs throughout the year; but the temptation might arise, if you have a car which you know is going to be off the road for some time, or which is with a restorer long-term, just to let the insurance lapse. *Don't do that!* The Motor Insurer's Database and the DVLC talk to each other very effectively these days. If it is not covered by SORN and you have no insurance covering the vehicle – the first step is an "Insurance Advisory Letter" and the second step is a £100 fixed penalty fine. After that it goes to court. This can be inconvenient, because if the vehicle is covered by a SORN notice, it cannot be road-tested unless your restorer has trade plates. Do take care.

BARN FINDS...OH DEAR!

You wait for ages for a Renown to turn up and suddenly two come along! These two are stored next to a garage in Lymm, Cheshire. The owner was hoping to make one good Renown out of the two but has found that doors from one will not fit the other, possibly as they were all hand built; or possibly he has a TDB and TDC.

Graham Sinagola.



We don't have the commission numbers for either of them, and knowing those might help explain the problem with the doors. Perhaps if any member is passing through Lymm, and spots the garage, they can help complete our records and carry the investigation forward.

SHEFFIELD TRAMS AND A POLICEMAN ON POINT-DUTY

By Tom Robinson



This wonderful Street scene was taken on 23rd March 1957 on Bridge Street, Sheffield. A keen-eyed Sheffield citizen does not need telling that the day was a Saturday and the time - in the afternoon. The reason? A packed tram bound for Sheffield Wednesday's ground at Hillsborough, sometimes known as Owlerton, from which the team earned the nickname 'The Owls'.

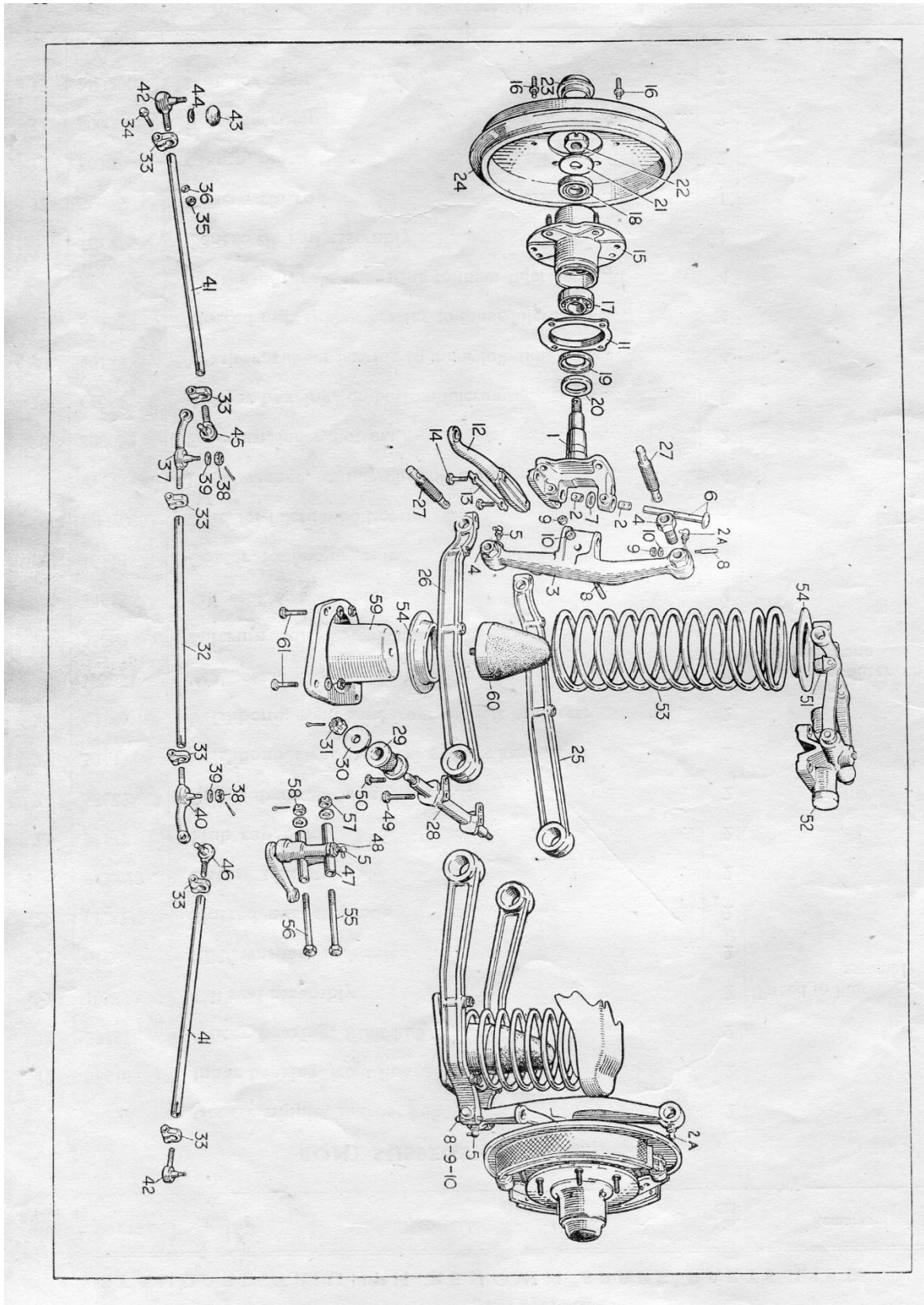
In the distance, obscured by other trams, there would be a huge crowd of supporters ready to pay their 3d to get to the game, and the tram was the vehicle to do it with the minimum of delay.

For Razor Edge fans the star is the TDB, an early one, judging by the registration, for VMG was a Middlesex mark and the car was probably registered in July 1950.

Sheffield operated a large fleet of modern trams that were well maintained right up to the end of the system in 1960. Tram No. 18 was built in 1929 and had only three months before going for scrap when the photograph was taken, but look at the condition of the paintwork. The other tram, No. 273 was a more modern version, but to the same basic design. This tram entered service in 1937 and was to survive for another two years before being scrapped.

And the Company responsible for scrapping the trams? Well this was Messrs Thos. W Ward, the same company that bought the near-bankrupt Triumph Company in 1939. I understand that Ward's did produce a 12 HP Triumph, but in small numbers.

Finally, our thanks to the late Mr J Copland for capturing this remarkable street scene for us to enjoy.



Of possible interest to Bill Brewer, and hopefully others: the front suspension.