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# THE GLOBE

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And we welcome new member...

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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**(Affiliated to the Federation of British Historic Vehicle Clubs)**

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**Our cover pictures for this issue:**

- Front – Sadly no, we're teasing you. The Stig has not become a member of TROC. As Mike Sampson says, "Can you imagine a *less* appropriate car for the Stig to be driving?" Discover the full story within this edition. Photograph – c/o Mike Sampson.
- Rear – From 1992, an assembly of club members revisit a museum in North Wales. See "Railway and Museum Run," p72. Photograph – Tom Robinson.

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.*

- Friday 3<sup>rd</sup> October – Sunday 5<sup>th</sup> October**      **The Club Triumph Round-Britain Reliability Run**; see article for full details.
- Friday 10<sup>th</sup> October – Sunday 12<sup>th</sup> October**      **Pickering Wartime and 1940s Weekend**, Pickering Showground. These weekends have become a series of continuous entertainments including singers, dancing, a hair and beauty bar, afternoon tea-dance, competitions for best-dressed costumes; there are Big Band dances on the Friday and the Saturday – and I’ve only scratched the surface. Do consider.
- Sunday 12<sup>th</sup> October**      **Malvern Classic Show and Autojumble**, Three Counties Showground, Malvern
- Sunday 12<sup>th</sup> October**      **Hatherleigh Autojumble**, nr Okehampton, Devon
- 17<sup>th</sup> – 19<sup>th</sup> October**      **Bund Classic**, Shanghai, China. I quote: “The Bund Classic is created by China Rendez-Vous Ltd. It is a time every year to come together, and share the passion of the classic car, in a beautiful environment. China Rendez-Vous has already found a significant number of car collectors in China and overseas. Therefore, we offer a unique networking platform to develop this growing community. Seminars, Gala Dinner, and a Private Tour, everything is set in place to offer an exclusive experience revolving around classic cars.”
- Sunday 19<sup>th</sup> October**      **Heritage Bus Day Out**, Manchester Museum of Transport.
- Sunday 26<sup>th</sup> October**      **Brooklands Classic Autumn Breakfast**, 8am-9:30am – have a great breakfast, attend a classic car meet in historic surroundings, and STILL have the rest of the day ahead of you!
- 31<sup>st</sup> October – 2<sup>nd</sup> November**      **Merlin Autumn Classic, Cheshire**. In Wales, apparently, or so it says here. Area: Wales. Region: Wales. I wonder if anyone’s told the residents of Cheshire?
- 1<sup>st</sup> November**      **Camberley Royal British Legion Poppy Launch** – a static street display of military vehicles, Park Street, Camberley, Surrey. Why not attend the 100<sup>th</sup> anniversary Poppy Appeal launch in style in your Razoredge?
- 1<sup>st</sup> – 2<sup>nd</sup> November**      **The Walter Hayes Trophy Meeting, Silverstone**; the Historic Sports Cars Club
- 1<sup>st</sup> – 2<sup>nd</sup> November**      **Footman James Autumn Restoration Show**, and auction. 150 exhibitors; car clubs, 300+classics attending in four indoor show halls. Royal Bath and West Showground, Shepton Mallet.
- Sunday 2<sup>nd</sup> November**      **The London to Brighton Veteran Car Run 2014**, from Hyde Park to Madeira Drive, Brighton. Preceded by a concours competition in Regent Street; the most famous classic car event of all, to celebrate the raising of the speed limit for 'light locomotives' from 4 miles per hour to the breath-taking speed of 14 miles per hour, this being November 1896.

- 14<sup>th</sup>-16<sup>th</sup> November** **Lancaster Insurance Classic Motor Show at the NEC, Birmingham.** A simply massive event; 1,700 cars on show, restoration before your very eyes, celebrities, Dream Rides in Dream Cars, just too much to take in in a day.
- Sunday 16<sup>th</sup> November** **Newark Normous Autojumble**, Nottinghamshire.
- 17<sup>th</sup> – 21<sup>st</sup> November** **The Beaujolais Run** this year tours the WWI battlefields before setting off in search of fresh young plonk. The world famous Beaujolais Run, now in its 44th year, has announced it will this year visit some of the most famous battlefields of WW1 and pay tribute to those who lost their lives. In a challenge to raise money for the Henry Surtees Foundation to fund Air Ambulance nationally, Patron John Surtees OBE (World Champion on 4 wheels and 2) will be on hand to give some driving tips. In a surprise move, competing teams will visit the Messinine Ridge, Ypres, Tyne Cott and Passchendaele to pay tribute to those that gave their lives on all sides 100 years ago. Involving even experiencing trench life, competing teams are sure to be immersed in history. This will also allow for some amazing driving through Belgium and France on the 2014 event.
- Sunday 23<sup>rd</sup> November** **Malvern Drive-In Classic Car and Bike Autojumble.** This is the perfect show to attend if you want to buy any classic parts or spares while your vehicles are off the road in the winter. Motoring enthusiasts will be able to find anything from true autojumble/second hand spares, to businesses selling specialist parts, services, clothing and tools. All classics; 250 individual cars and 100 club cars. Times: 10am - 3pm, at 3 Counties showground, Malvern.
- Sunday 1<sup>st</sup> December** **The Cornwall Christmas Cracker Run:** Cornwall Vintage Vehicle Societies' Christmas Cracker Run with Lunch. Meet at the Chasewater Garden Centre Cafe and run to the Waterfront Inn at Portreath. Sets off at 10am for a 12:30 lunch. Twenty or so cars.
- 6<sup>th</sup> – 9<sup>th</sup> December** **Le Jog: The Land's End to John O'Groats Reliability Trial and Touring Trial.** The 2013 LE JOG once more lived up to its reputation as one of the most demanding but satisfying events to compete on in Europe. This will be the twentieth running of Le Jog; but be warned – it's a proper rally, with snarling high-performance cars, and off-road tests and trials. This is NOT the one to try out your Renown on. If you Google for **Hero events Le Jog**, you'll find out all about it, as well as places where you could watch them roar by.

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*If you are at an event, or otherwise out and about with your car, DO please send us a photo or two and a brief account. Including overseas members!*

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## RAILWAY AND MUSEUM RUN IN WALES

Way back in 1990 and 1992 several TROC members combined their interests in our cars with their parallel interest in steam railways and other forms of transport in a joint run to the Welsh Narrow Gauge railways in Snowdonia. En route, they discovered this tiny establishment at Tal-y-bont, in Merioneth, on the road from Conway down through the mountains towards Bala. Even then, nearly twenty-five years ago, it would not have been obvious whether the greater historic interest was in the Museum or the cars of the visitors, but any coming-together of such reminders of our past makes a moment and a scene to cherish.



Three of the four cars pictured are still within the Club. See also the back cover, a photograph from the 1992 visit to the same point.

Pictures: Tom Robinson.

**FROM THE FBHVC NEWSLETTER**

The theft of classic and historic vehicles is increasing, and the recovery rate for stolen historic vehicles is disappointing zero out of 243, so far this year. In a future edition we shall be looking at “Chip’n’Trac” electronic movement sensors and other security devices which can be fitted to classic cars, but it would also be good to share the experiences of members. If anyone has any cautionary tales to tell, or practical suggestions which might help improve security for Razoredge owners, please email or write to the Editor, and we shall be able to share the combined experience and ingenuity of TROC for our mutual benefit.

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**AND THERE’S MORE...**

The continuing saga of TD3176’s mis-preservation, and a technical trick, from Ray Gomm.

In the 22 months that I’ve owned my 1800 I’ve replaced the starter motor, which burnt out on the way home from buying the car; I’ve replaced both rear springs as the car sagged all over the place; put in a new engine, as the original one burnt as much oil as it did petrol; had a complete rebuild of the carburettor, practically re-wired the whole car removing dozens of “Choc-blocks” and wires twisted together held only tape, and done various odd jobs on the suspension and steering.

The brakes left a lot to be desired, far more than a car of its age would merit. The front brake cylinders were in a shocking state. So a few weeks back, unable to source a pair of replacements I honed them out and rebuilt them with new rubbers from TROC. It therefore seemed sensible this week to look at the rears. The front cylinders are 1 3/8 inches internal diameter, whilst the rears should be 1 1/8 inch. Taking the drums off revealed bodge number 182 on this car. ( You wouldn’t believe the number of “make do and hope for the best” bodes I’ve found !) There was one cylinder of the correct size and one of the larger size – that is, one rear cylinder and one front cylinder ! Both were seized on the trailing shoe side. Being unable to source these – even from TROC – called for drastic measures. In the back of my workshop sat a brand new pair of boxed brake cylinders for my 1969 Series 1 Land Rover which I never got around to fitting before selling it. They were identical dimensions, fixings and outlet positions in every way, and at 1 1/4 inch were only slightly larger than the intended size. The only difference was the diameter of the brake inlet pipe fitting. I was able to source a pipe end which fitted the quarter inch brake pipe and also the cylinder inlet. So with new pipes correctly double-flared – it seemed sensible to replace them – and the new ends, I now have brand new brake cylinders on the back and they work beautifully.

I wonder what other little surprises the previous owner has left for me .....

Ray Gomm

**IMPORTANT NOTE:** Please be very cautious when 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.

PS - The Club does have stocks of new rear brake cylinders for TDB and TDC models, and we can arrange for those for TDs to be refurbished – does anyone have any?

## OUT AND ABOUT IN 2014

There was not space in earlier issues for an account of the meeting organised by the Triumph Register, the umbrella organisation which brings together all the various Triumph clubs, at Brooklands on June 22<sup>nd</sup> this year. It should not go unrecorded, however, because it was a very good day, with four or five TROC members in attendance with their cars, as well as a host of other Triumphs.



Brooklands is so woven into the history of British car, bicycle, motorcycle and aircraft engineering that it is hard to do it justice in a brief summary here; but to visit is to experience atmospheric fragments of history that seize the imagination. There are motorcycle workshops from the earliest days of racing, that look as if the owner has just stepped out for a cup of tea, and will be back any minute. It's the ordinary that speaks so directly to our understanding; and then to realise that this apparently ordinary site is

the home of truly extraordinary. Around the corner is the car sales showroom of Malcom Campbell. Here, Louis Zborowski developed the Chitty Bang-Bang cars, the first one powered by a 23-litre aero engine from a Zeppelin; watched by a young Ian Fleming, who later went on to write the book, though he cannot be blamed for that annoying song.

Here was held the first meeting of the Anglo-French supersonic flight development committee, which took place amazingly in February 1954, at a time when the Renown TDC was still in production, and many of the world's passenger airliners were ex-WWII bombers like the DC2 and DC3. Against that background, they planned Concorde. Here the VC10 was built, and first flew in 1962; the last one was retired from RAF use as an in-flight refuelling tanker on 20<sup>th</sup> September 2013 – only a year ago. Brooklands has a VC10 exhibition, and it has both Concorde G-BBDG and the 4/10 replica Concorde which stood for 16 years on a roundabout at the entrance to Heathrow airport; on that site it has since been replaced by an Emirates A380 Airbus, but the roundabout is still known generally as 'the Concorde roundabout.'

They also have a splendid new Bus Museum, which will appeal to more than just the bus-spotting brigade. It is a time-walk through the history of public transport, from horse-drawn trams and omnibuses of the 1800s, through the early and very unreliable and precarious-looking motor buses, until you reach the point where you suddenly realise: I remember these. The transport of the masses, these machines determined where you could live, and still get to your employment, and shops, and entertainment. Before universal car ownership, these were one of the major formative influences on how we lived our lives.



Amongst the cars to be seen were three remarkable and unique Triumphs. If you think you know your Triumph car history, be prepared to be proved wrong. Here, for example, is a Triumph Fury. Ever heard of this one?



Perhaps, rather than a Triumph Fury, we should say the Triumph Fury, for this is the only one ever made. Designed by Michelotti, who also created the Herald and the Spitfire, it was a monocoque construction – the Herald and Spitfire, and the TR series, all used a separate chassis-and-body construction. This one example was made in 1964-5, and for a prototype, it was very well-finished. The car passed into private ownership, and in 2014, there is was at the Brooklands meeting.

It has the six-cylinder two litre engine of the 2000 saloon, though it is suspected that the 3-litre Triumph V8 was eventually intended for the car, had it gone into production. In the event, the costs of tooling for the monocoque construction were felt to be too great in a very competitive market, and the car was dropped.



Just a few years later, the hugely successful Datsun 240Z coupe looked uncannily similar (front-opening bonnet, Macpherson strut front suspension), and suggested what a chance had been missed.





Another prototype on display was the first-ever built 1932 Triumph Super 9. This car was



built in 1931, though not registered until 1932 by which time the full production run had started. There are several differences between this car and the subsequent mainstream model, mainly in the interior trim and such items as the chain-operated windows. Like many prototypes, not everything fits exactly – “we’ll get it right on the proper car” – and the scuttle between the engine compartment and the passenger area doesn’t fit

properly on the chassis. It was the first Triumph to have a Coventry Climax engine.



Our final prototype, like the Fury, is another which was never adopted for full production.



The Triumph Dolomite models started out in 1934 as sports two-seaters, and evolved into a gorgeous art-deco sports saloon with a memorable ‘waterfall’ front grille designed by Walter Belgrove, who later contributed the final shape of the front wings of our Razoredge.

This model, however, was one of two early variants which never went beyond the prototype; the other was a straight eight, with even more elongated nose and monstrous power-plant.

The meeting was a very relaxed and open day, with plenty of time to nose around exhibits and to chat with car-owners, and a minimum of speeches and presentations. The Standard club had a few cars in attendance, but mostly the



vehicles on view were the full spectrum of Triumphs. Saloons, Heralds, Stags and TRs lined up happily between the Brooklands sheds; a few motorcycles from various eras from early to present-day.

Towards the end of the afternoon the Brooklands Hill was opened, and a line of beefy-throated sports cars and bikes roared up it, to the cheers of onlookers. I have yet to see a Renown take on the hill; I'm sure we could manage it, and I was very tempted, but my poor old dear was having increasing trouble starting –



a replacement starter motor doing the trick a few days later. I decided that it would be better to avoid any possible embarrassment, and wait for another day.

Other TROC members present with their cars were club chairman Chris Hewitt, Pat Saunders from Southampton, and David Wickens from just around the corner in Camberley.



The sun shone for us – unlike on the day of the previous Brooklands Triumph meeting in 2008, when grey drizzle covered the whole of south-east England, and my driver's side windscreen wiper fell off on the way home – and the smaller numbers of cars turning out did not detract from the sense of history continuing to be made at this very special place. If ever you have the opportunity to visit, do not turn it down – you won't regret it.

The commission plate of the Triumph Fury, showing the number X749.

## A SLIGHTLY UNUSUAL WEDDING REQUEST...

By Mike Sampson



Last year I used the Renown for a wedding where I collected the bride to be from a hotel in the picturesque Cotswold village of Broadway, a perfect setting for the car and a wedding on a fine summer's day. The car must have looked good as I was approached by another young lady to see if I was available for her wedding in August this year.

A while afterwards I received an e-mail from the groom to confirm dates and locations. All seemed to be straightforward with the exception of one slightly unusual request. I wasn't quite sure how to react immediately but after chewing it over I thought: why not? The groom is a self-confessed car nut and thought it would be fun for me to dress as the Stig from BBC's 'Top Gear'. The irony wasn't lost on me; after all, can you imagine a less appropriate car for the Stig to be driving? The bride was in on the joke too and so the groom searched the internet for a suitable outfit including helmet. I have to admit it is the very first time I have ever worn a full-face crash helmet and I have certainly not driven a Renown wearing one! Fortunately I only needed to wear the helmet to pick the happy couple up from the church where the effect would be greatest, as everyone emerged from the church. It worked a treat even to the point where, quite understandably, the bride had forgotten about it as can be seen by the look of surprise and delight on her face.

It was great day for all involved and we were blessed with the weather after what had been a cool, unsettled August. As I say, it was a slightly unusual request but a lot of fun all the same and one of the more enjoyable weddings that I have done with the car.

Many thanks to Ian and Wanda for allowing me to tell the tale and use the photos in the Globe.



DIRK DEVOGELEER: PREPARATION FOR THE ROUND-BRITAIN RUN

Let's start off with a picture of the car in the state she was at the beginning of February....



As you can see there is a shiny new engine, but little else. Even the engine had its issues, having first rebuilt the head with valves springs and valve guides out of the ruined engine, the one we bought and the spare one I that came with the car, my mechanic (AKA Sheepy) decided that there was too much play within the valves and valve guides. Rimmer Bros supplied an overhaul set of valves, guides and springs but they arrived as being for a TR2 engine, and the valve stems are different. Eventually the Triumph Razoredge Club provided the correct items. Along with the valves I had ordered other items:



Bearings, Brake pads, oil seals, wiper blades, overhaul kits

Forty-eight hours continuous driving, with Welsh sunshine and Scottish rain, will put a lot of strain on the electrics: driving lights, head lights, wipers, demister, possibly the Kenlow... Lucas was about to have a field day with this wireloom.



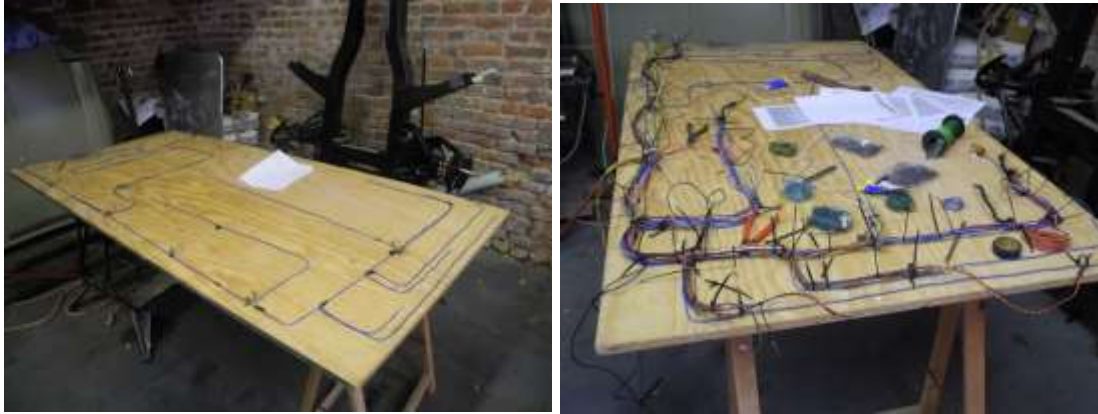
So while the engine was out, why not upgrade the loom? Autospark has moved on a bit since I changed the loom of the Roadster; then, they would quote you a price and all modifications would be discussed without affecting the price. Now each modification is billed extra on top of what is already a pricey item. Additionally, the waiting time is 6 weeks...

Dismantling of the new loom

So to save a bit of money for the other items, I bought a loom for a 420 Jaguar from them, which they had on sale offer; and after googling the wiring diagrams I figured that most of the colour wires I needed were in this loom – just a matter of rearranging. The new loom arrived. First mistake: the outer shield was braided and not wrapped. I had planned on reusing the outer shield to retain that original look, but this was not possible now. Instead we had to use wrapping tape.



~~At work~~ I had to spend my evening hours (just in case my boss ever reads this) in going over the wiring diagrams for the Renown, adding my modifications and getting it all into an Excel sheet. I traced each wire from beginning to end point, called these nodes and made a list of where each went, the colour and the gauge.



At home I measured the length of each section and spurs by using some household wire which then was laid flat on a sheet of plywood.

It turned out that I had not enough wire to complete also the spur going to the rear, so I would have a connector where this spur branches off the main loom and have to use trailer cable to serve the rear lights and add the other services from the wires out of the Jaguar loom ( fuel sender, interior light, trafficators.)

I was able to use the correct colour codes for most of the wires, with very minor differences for a few - think brown with yellow tracer in lieu of brown with white tracer and so on. Still, as it is documented, it should be no problem to trace back in the future.

This is as far as I got with the wiring loom at this stage; the next step would be to detail the nodes and spurs at the bulkhead and instruments. Because I will be adding relays and modern flashing indicators plus other non-original equipment (Kenlow, driving lights, overdrive...) I will need to find space for these and detail the loom accordingly once made up. Then it is only a matter of splicing and wrapping it all tight with wireloom tape.

The next step was to assemble the overdrive gearbox. I had ordered new seals and solenoid, so it should have been an easy task of just bolting together; until I discovered that the adaptor plate between the gearbox and the OD was cracked.



The only good news was that it was repairable – at a price. Oh well, that Caribbean trip would have to be replaced with a daytrip to Blankenberge this year.

Two firms quoted similar prices: £60 for a new adapter plate and £800 for a full refurbishing and repair. I have been debating with my accountant and seeing that the box comes from the same supplier as the engine and both turned out not so good as promised it seem prudent to send the box and OD for a full overhaul rather than risk having noisy bearings or a non-operational OD. Ah well, that trip to the Caribbean will have to be replaced by a daytrip to Blankeberge plage this year...

However now the hunt was on to find a decent transport company that was willing to ship a wooden box of 80 by 40 by 50cm weighting 50 Kg to Rugby without asking an arm and a leg. The first quotes received are up to £400. It seems to be OK if you ship smaller parcels, up to 30 KG there is a fierce competition and you can book via the web (think ParceltoGo) but past this limit most companies will only quote if you are a professional and send a lot of items, open an account with them etc... Also for some reason it seems cheaper to send from UK to Belgium than the other way round; go figure...

I got a few more prices back for the shipping of the gearbox: UPS €165, TNT €55. TNT was by far the cheapest, with only one caveat, I had calculated the price on their website telling them I was a company, but when you tick 'individual' the Website throws you out – "We have no services for your request." TNT doesn't want to ship parcels for individuals, they only work with the Trade and you have to have a VAT number. So they are out unless I can find a company where I can drop the box off and they ship it for me on their account.

The other option is to take the gearbox with us when we will be over in June, but since we are going to take the Roadster this is hardly practical.

DHL came back with a price, cough cough: €373.25. They even phoned my home to ask when they could come and pick up the parcel.... Yes, but let me check my lottery numbers first. Fed-Ex wanted €410, or €140 in economy... Will this mean that the box is not served a bottle of champagne and is not loaded in the front of the truck by the best-looking stewardess?

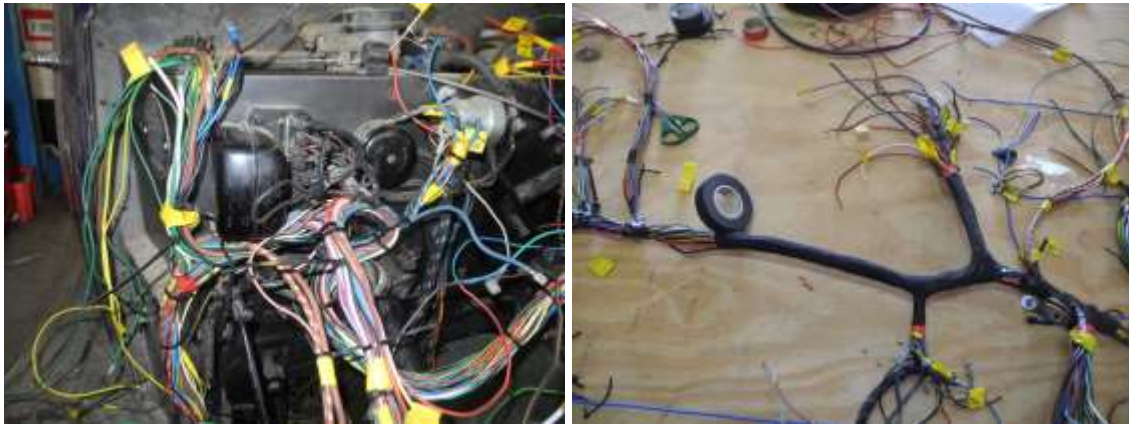
Then, by a stroke of great good fortune and kindness, Mike, a member of Club Triumph, saw my plight on the CT Forum, and offered to use his TNT business account to arrange the delivery to his firm in Coventry, and then take the package to Rugby himself, free of charge, if I would pay the TNT bill. Only four days later, the gearbox was in Rugby. This was a big relief, because we were by then at the end of May.



Shaun was progressing with the engine head. I had a new-ish gasket that came with a kit, but Shaun found that the tolerances were a bit too great and the fitting too loose around the bores so we dug out the NOS Standard one which fitted perfectly.



Meanwhile I had been busy finalizing the loom. If you should ever also decide to make your own, a word of advice: DONT put it to one side when half-way through; you spend at least as much time in trying to trace everything again as you did putting the wires in in the first place.



OD Spares also sent notice that the OD box was ready, so once that one is back home it is out with the engine again, bolt the new box on, install the loom while the engine is out, then slot it back in, bolt on all ancillaries and hope for the best...



The finished wiring loom.

There was further discussion on the CT forum about cooling: the possibility of an oil cooler, and where it could be put, and adding an electric fan or other enhancement to the cooling system, like using a 7-blade fan from a TR4 instead of the four-blade Renown one. Roadster owners often have an oil cooler fitted under the front wing, but they



have an inner baffle to shield that position from stones flung up by the wheel. *[Dirk is very concerned about oil cooling, and harbours suspicions that the failure of his previous engine – see the February Globe – was the result of lubrication failure. – Ed]*

The gleaming refurbished gearbox and overdrive arrived back in Belgium at the end of July.

The clutch doesn't fit! The seal carrier at the front of the box is different!



This is the "new" seal carrier, it has a longer sleeve of a different (bigger) diameter, the old release bearing did not fit over it.

Pictures of the old and new seal carriers in place

Easy to swap around; however the new seal is not easily removed from the carrier. Still, with a bit of perseverance and the correct Churchill tool ( CH 563 – aka a bent screwdriver) the seals are also swapped over.



The next hurdle was to get the cut-out switch to operate with the different style levers. After a bit of head scratching the mounting plate was first bent flat and then re-shaped to get the correct distance so the switch would operate.

Checking with a Multi-meter and it all works! .... But backwards. The switch engages when reverse is selected. (The aft lever selects reverse.) I would need a normally-closed switch which will drop the power to the solenoid when the cam activates the plunger. Back to the shopping basket.

Next day we are ready to lift the box back in, connected up with the engine.

Because the OD -extension has a bit more girth than the original tail, space is very limited between the rear support carrier on the chassis cross member and tunnel housing. Still, it should be as good a fit as any, and with the help of a few crowbars, lifting tackle and a few strategically placed boots to give it a push where needed. This is how it went:



**IT WILL NOT FIT!** He who told me this was a slot-in solution obviously was talking of a different chassis and gearbox. The solenoid is touching the rear chassis member.



Time for a beer break and a bit more head scratching.

From 1950 onwards you could order a Renown with an optional overdrive, but the solenoid must have been different or the chassis of an overdrive car must have been modified from the standard one. *[Not all the first overdrives were electrically-operated, Dirk – but I'm sure our technical experts will be able to explain what's happening here. I notice also that later discussion on the Club Triumph forum had references to a different, vertically-fitting solenoid, as opposed to the horizontal one used here. – Ed.]*

Not to be helped; we will have to modify the chassis, so out comes the grinder, cold chisel and welder....



And IT STILL WILL NOT FIT !!!!

Not only did we cut too high, now the box is in but is resting on the solenoid and also the speedo take-off is just in line with the body to chassis mount.

Bummer, more work... tomorrow will be the 4th time the box and engine leave the car...

“Measure twice, cut once...”

Finally the penny dropped and we removed the tunnel and front floor boards to get easy access. This allowed Shaun to get proper templates and cut out the redundant metal. This also provide the space to get a proper weld in.





With the tunnelling and floorboards out, reinstalling the engine was easy. Today I have been busy with installing the propshaft, starter motor, connecting up the gear selection mechanism and clutch. And spending even more time in wiring up the relay box for the lights, horn, overdrive and kenlow is completed, and now all that remains to be done is the dash and indicator box and we are singing! But I first needed a bit of a change, so switched to doing



up bolts first.

It did not come without a final struggle.

With the engine in I started bolting on all the auxiliaries, fuel pump, oilfilter and cooler take off, water pump....

The water pump which was in OK condition when dismantled started to leak as soon as we put the water in the

engine. I guess the packing has crimped when drying out. Still I had a spare pump on the shelf, so it was quicker to change it.

Re-installing the radiator I had noticed that there was a small dent in the top hose connector, so using an old round hammerhead (where the handle had broken off) as a dolly I started bumping the dent out... and then I dropped it! Sod's law dictated that it went into the header tank and defied all attempts to line it up correctly so it would come out through the same hole it went in.

About half a day later, using a magnetic pick up, long nose pliers, seizing wire and a few, well actually quite a lot of, well-chosen encouraging words, it came out through the radiator cap.

With that out of the way we went on installing the oil cooler. The previous discussion was where to install the thing. My position of choice was inside the front wing, behind and above the wheel, probably protected by a deflector.

However we found a better spot by removing the horns and using one of the mountings on one side and welding in a new bracket on the chassis side. It would just fit, it is sitting low but not that low, actually the steering arm idler and drop arm are lower than that; and it still catches the air stream. We might install some extra mesh as protection or even have the flow directed by a light weight dam which also will protect the bottom of the radiator.



The Spitfire has donated his horns as a temporary / permanent less bulky replacement.

I had also bought an adapter kit to use a Lucas ACR 18 alternator in stead of the original C 39 dynamo, but struggled with it. Firstly the ARC came pre-mounted with a narrow pulley which I could not get off. I guess that the bolt must be glued in with Loctite and getting a spanner on the nut with some Stilsons on the pulley just made the pulley spin on the shaft (no clevis pin in that one!). Shaun thinks that with a shock wrench we could get it off. However in the mean time I had tried mounting the Spitfire's one (Again! Soon there will be not enough parts left to complete the rebuild of that car) – and found that the length of the inserts to make up the difference in length between the old and new mounting points was totally wrong. Also the ACR is bulkier, and the tension arm is touching the top of the body; it needs to be more of a half moon than the old one (which is only slightly curved).

So out came the credit card again and I ordered a Dynamator from BB Classics on E-Bay. I have one on the Roadster and it just works fine. The output is only a claimed 45 amps as opposed to the 65 amps of the ACR, but still this should be plenty compared to the meagre 18 amps from the original C39. For now, we have the C39 installed; I actually incorporated both wiring options in the new loom so swapping over is only a matter of minutes.

What was not a matter of minutes was the installation of the new fan belt. For some reason the new belt is slightly shorter and a lot stiffer than the old one and working on my own I could not get it over the pulley. Shaun came to rescue and eventually we managed to get the belt on.

The new engine is also equipped with a distributor from 123 Ignition, a nifty piece of kit out of Holland! It has a USB port allowing you to hook up a laptop and change the curve on the

fly. What I did not anticipate was the fact that it uses a Bosch 'Delco' as base and that the plug leads are connected differently from the more conventional plug-in type. The old Lucas uses a washer you bent the core over and then a screw in connector.

Foolishly I took the new head and the old one to a shop to get new leads. Business with home mechanics must be slow, as they now had changed from a spare parts shop to a tuning and accessories shop selling upgraded fog lights, adhesive go-faster stripes and big boom boxes for the parcel shelf. But he still could get the leads made up with a friend of his he said, just leave it all here and I'll have a new set made up. What he did not tell me was that his friends' shop was just round the corner and that he eventually needed 3 days to turn up a set of leads which was not only too long for all of the leads, but also was missing the coil to dizzy HT connection.

Again Shaun came to the rescue with his magic suitcase yielding HT crimp connectors caps and other goodies. It was lucky those leads were too long, so by cutting the longest to make up the #1 lead there was enough left over to make the HT coil connection as well.



With all this out of the way I have booked the crossings! We'll be taking the 11:50 train to Folkestone on Thursday.

Not that I think we shall break down, but I will bring her over on the trailer, so that, in the unlikely event she fails to make it all the way, then we can have RAC to recover her to the trailer. I do have international break down insurance but then we will have to leave the car behind as happened in France, and they can take up to one month to repatriate your car depending on availability of their trucks.

A few more jobs to be done though: cleaning, then finish off re-fitting the body work, which at present is great for cooling, but hot-rodding around with no bonnet is not really my style. Also we still have the brakes to check and some loose ends to be wired up, plus a few gremlins I did not manage to cure yet. As I am again away for my work for a month now, the week before we go will be busy!

**Text and photographs by Dirk Devogeleer**

**IMPORTANT NOTE:** *Don't try this at home* – not 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.

**The Editor comments** – if, like me, you are impressed by the sheer level of mechanical self-confidence and determination shown here, and you wish to encourage Dirk in his attempt on

the Round-Britain Rally in what would be the oldest car ever to make it – and the first Razoredge or Roadster to do so – the best way to show that is in a donation to the nominated charity for the RRBR, at <https://www.justgiving.com/company/RBRR> . The charity is Macmillan Cancer Support, and both Dirk and Shaun have personal reasons for supporting cancer care charities. Dirk's sponsor donations for this attempt come to over £800; this year's RRBR has raised over £28,000 so far, and the total raised by all the RRBRs is now approaching half a million pounds. That's enough to make a significant difference to the causes which have benefitted.

If you feel you'd like to support in person, the Rally starts and finishes at the Plough public house, Cattlegate Road, Crews Hill nr Enfield, aiming to set off at about 6pm on Friday 3<sup>rd</sup> October and returning there by Sunday evening, having breakfasted at both John O'Groats and Land's End. The route was briefly outlined in the June edition of the Globe, and is reproduced in more detail, from the **CLUB TRIUMPH** website, here.

It makes challenging reading!

### **RBRR ROUTE**

The total length of the route is approximately 2020 miles, and offers the chance of driving down every type of British road from single track lane to four lane motorway. Before the event all Crews are issued with a very detailed Road Book that shows the advised route to take, it must be pointed out that this route is just advisory, however it should be stated that the route does not always follow the shortest or fastest direction as triumph friendly roads are sometimes used. Crews are encouraged to transcribe the route into a GB road atlas before the start of the event, this makes navigation relatively easy. Of course, in these days of Satellite Navigation, many opt to just plug in the locations of the Controls into their navigational device and use their unit to guide them.

The Road Book is also used for a document to record that crews have visited the various pre-arranged Controls by CT Marshals.

The start of the run is from 'The Plough' public house at Crews Hill near the M25 at junction 25. The crews and cars leave at 18.00hrs to start the first leg of the drive up to Blyth Services in Nottinghamshire. The first road after the minor roads to Junction 25 of the M25 are the dual carriageway A10, this takes you up to Royston in Hertfordshire, from then we take the A505 and A1198 to then join the A14 just south of Huntingdon. From then its onto the A1(M) to head north towards Blyth Services just south east of Doncaster. At this point crews will have done about 140 miles and will hopefully getting into the feel of the event.

After a 10 minute breather, crews head off for the border with Scotland. This leg is always interesting as after the monotony of the A1, the roads of the A68 are started, this road offers sweeping curves and hills. By now traffic will have died down and one can start to drive the car, all slow in and fast out! The towns of West Auckland, Tow Law and Stocksfield are passed through as the drivers past through Durham and head out towards Northumberland and its national park. The A68 is a great road and during this section the only cars one will see in front are Triumphs, the glow of Lucas tail-lights being visible as cars climb up and down the hilly road.

The 2nd stop is reached at Carter Bar, this being a lay-by where a passage control is operated by Scottish CT members. It is a wild and windy place in October, the lay-by being located on a hill that gives one a great view of Scottish towns glowing in the distance. One does not get out of the car at Carter Bar, road books are signed and off one goes heading into the dark

Scottish night. Next stop Edinburgh Airport, a location that could not be any the more different than a lay-by on the A68!

Crews reach Edinburgh Airport for about 1.25 on the Saturday morning. Airports are weird when empty and the terminal building is ghostly quiet at this time of the day. Crews get 20 minutes to grab a coffee, chill out and think about the next sections of the route that culminate in a breakfast at John O'Groats.

So its onto the next stop which is at Skiach Services off the A9 near Inverness. The first roads encountered are the A8, M9, A8000 and the A90 over the Forth, when crossing this river one must remember to look over to the Forth Bridge, a structure that is just magnificent. Now one truly is in Scotland and as we are on the A9, the roads start to open up and legal speeds can be enjoyed. Skiach is found some 178 miles on from the Airport, this section being one of the longest on the event. Another short break can be enjoyed at Skiach, though it must be said that the place is a bit dull, but no worries as it is 05.20 in the morning and it's dark!

Now it is onto John O'Groats for breakfast, 2.5hrs away. This section is one of two halves, the first section along the A9 against the North Sea is great as the sun is rising and if the clouds are not out one gets the full intensity of the sunrise, hopefully shining against the oil rigs that can be seen. The sun has the timeless effect of waking up the soporific crews and gets the taste buds firing up for breakfast. Sadly the roads after Wick are not that great and the accompanying countryside is not that exciting, almost looking run down. At this point crews will have been on the road for 14 hours and should have driven 660 miles; was a breakfast ever more welcome?

Suitably refreshed, the crews start the second part of the event and head onto roads that many believe are the highlight of the RBRR. The A836, B871, B873 and B836 are truly spectacular roads where one really enjoy the performance of the car whilst looking upon some of the wildest countryside the UK offers, fantastic stuff. Once past Lairg, crews will be driving through forests and moors, still on the A836, but then onto the B9176 where the roads starts to take a lofty view of the Highlands. The next Control which is due at 12.20 is the Conon Hotel at Conon Bridge, north west of Inverness. Crews get to enjoy a refreshing cuppa and a sandwich or two at this point, before getting back into the car for the next stint down to Stirling, some 77 miles away.

Unfortunately, Stirling seems to have succumbed to the 21st century and one can see evidence of some of the worst aspects of the present day, McDonalds and retail parks being present, all washing away the beauty of Scotland. Arrival time at Morrison's garage is 16.45 and though now at the mid-point of the route, crews still have England and Wales to get through before the finish, still some 25hrs away!

Right: the driving from now until near Wrexham is motorway or dual carriageway, and it's some 275 miles before crews next drive single carriageway roads. Crews can get a bit bored here, so it is important to rotate the driving amongst the crew members. There is a stop at Tebay Services on the M6, this being one of the few independently run in the UK, where a warm welcome is always given by the staff and CT Marshals.

Just past Wrexham, the 10th Control is reached at Gledrid Services and from then on till Bristol crews get to enjoy more excellent roads as they plunge deep into Wales: the fantastic A483, and the A5. Just before the end of this road at Llandovery crews will stop off at Sugar Loaf, this one being a Passage Control similar to the one visited some 24 hours previously at Carter Bar. This place reeks of rallying, having been used for the old RAC Rally of the 60s and 70s.

A little bit more of Wales awaits the crews, as they wind their way down the A40 towards Monmouth and then onto A466 to Chepstow before crossing the Severn on the M48 back into England. This section from Wrexham to Chepstow offers exceptional roads and as one has been behind the wheel so long it is fair to assume that drivers are fully tuned into the car and able to exploit them to their maximum.

Another stop beckons at Gordano Services, one of the oldest RBRR Controls. Unfortunately, this place looks a bit drab at this time of the day, still it is a welcome break for the exhausted crews as they get to rest for 30 minutes. At this point the crews will have been driving for some 1430 miles, 32.75hrs in the car.

Next crews drive to the A30 Services near to Okehampton, a 95 mile drive. By now tiredness has now become a big factor, so the Controls for the last 12 hours of the event will come up a lot quicker, giving exhausted entrants the chance to get out from behind the wheel. After Okehampton, its onto Lands End for the Sunday morning breakfast and an hour breather. Breakfast over viewing the Atlantic Ocean, what a view to wake up the crews!

Then entrants get to enjoy probably the best section of road for the Sunday, the A30 and then the A39 through Wadebridge and Camelford before dropping down into Widemouth Bay and onto Bude for the 15th stop. Here at Bude, crews get a chance for tea and biscuits. Then away to Dartmoor for the 16th stop at Badgers Holt, passing along the A3072 and A3079, both terrific roads. After Badgers Holt it is off to Dorset for afternoon teas and cake at Pimperne, on the edge of Cranborne Chase. Total mileage is now at 1860 and it must be said that the crews look knackered!

Now the penultimate section from Pimperne to Didcot and a visit to the TR Register's offices that are shadowed by the cooling towers that can be seen for miles and miles. After maybe another quick cuppa, its onto the M40 and the M25 back to the location of the finish at Crews Hill, some 48 hours after leaving there on the Friday night!

So there you have it the RBRR route, 2020 miles of every type of road that can be experienced within the UK; who said driving is boring!

The Club Triumph Round Britain Reliability Run, it should be on the National Health as an antidote for anyone who is tired of driving! 2000 miles in 48 hours in a car of maybe 30 years age - no problem! *[What's with all this respect for cars 30 years of age? They are hardly out of nappies! – Ed.]*



Derick Hallwood wonders if there is any trace of his Dad's 1949 TD, LKO 635. It was their family transport during his formative years, and is fondly remembered.

## THOSE WERE THE DAYS

Thanks to Russ Gittings for this image from a 1963 calendar. What a lovely collection of vehicles; we cannot help wondering if a photograph taken across a large workshop today will produce similar feelings in 2063. Rather doubt it, somehow.

We notice with approval that the Razoredge has been raised above all other cars!



Historical footnote from Tom Robinson: the Razoredge pictured on page 22 in the April Globe.

GVC 598 is the car in question. TD 1833 was registered in Coventry on 12th February 1948. The car was featured in 'Motoring, the New Cars' but I regret that I have no further details on this publication. GVC was last licensed on 14th October 1960 and was scrapped in Stockport.



We also have an enquiry from Richard Balkwill, of Thame, Oxfordshire, whose meeting with our member Alan Walton at a rally at Shabbington this year inspired fond memories of their own car. He writes: "It brought back childhood memories of living in Surrey in the 1950s. My parents bought a new black Triumph Renown from Weybridge Motors in 1951. We lived in nearby Oxshott at the time, and the car was regularly serviced by Weller's Garage in Cobham. The registration number was PPH 440, and we had the car until 1956 or 1957.

"I can vividly remember going on holiday to Cornwall in 1954, and arriving on the outskirts of Okehampton to discover a bad (by the standards of those days) jam - the big fear always being that the car would boil when stationary for long periods with the engine hot. It duly boiled over, and we had to pull in, wait for it all to cool down, and top up the radiator again. Alan Walton said he had fitted an electric fan to his car to help deal with this problem. I would be surprised if our car still existed today, but wondered if you had any record of its life. I hope meanwhile these details are of passing interest to your society."



**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.*

John Hogan, from Cambridge, used to have an advertisement here seeking a good-quality Renown; but has now purchased a 1953 Austin Atlantic instead, though he still has warm feelings for the Razoredge. At Little Gransden air show on 24<sup>th</sup> August, however, he found himself parked next to a Renown!

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

**WANTED:** Near-side front brake cylinder for an 1800 (TD). Please contact Ray Gomm on 07979 50 5000 or [Ray@oldcrocs.com](mailto:Ray@oldcrocs.com) .

**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](mailto: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](mailto:andylinandslasher@btinternet.com)

**FOR SALE, TD spares**, only a few parts left from breaking a complete car. 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](mailto:sue@sdalton.plus.com)

**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; [keith.gulliford@talktalk.net](mailto:keith.gulliford@talktalk.net).

**FOR SALE:** 1953 Triumph Renown, mechanically sound, owned for 25 years and in regular use. Longest trip was to Scotland in 2002, reported in the Globe. Reluctant sale, £5,000. Contact Michael Capps, Wisbech in Cambridgeshire, on 01945 464 892. If no reply – please try again later.

**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. Please contact Mrs Fisher’s daughter, Lian, on 07584 420 883 or [Lian.Fisher@icloud.com](mailto:Lian.Fisher@icloud.com) .



**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.