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Razoredges at Hatfield House

Club Rally 2016

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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SPARE PARTS: AVAILABLE TO PAID-UP MEMBERS ONLY.

PLEASE BE CONSIDERATE AND TELEPHONE BETWEEN 18:00 - 21:00 HOURS UK TIME.

Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.

**BRAKES, STEERING, BACK AXLE, SUSPENSION
ELECTRICAL AND EVERYTHING ELSE**

Chris Hewitt
Bob Hobbs

Always supply SAE when necessary. Cheques to be made payable to TROC Ltd.

**Are you changing address in the near future? Please tell us! Email, write, or
phone between 6 and 9pm, to Bob Hobbs, membership secretary.**

The Club Accounts and notes from the AGM were published in the April Globe. Members wishing to have a copy of the full Minutes of the meeting should contact the Editor.

The views expressed in The Globe are those of the writers and not necessarily those of the editor, nor those of the Triumph Razoredge Owners Club Ltd. Whilst every effort is made to ensure the accuracy of technical advice and information, such advice is heeded entirely at the member's own risk and neither the Club nor any individual shall be in any way liable for injury, loss or damage resulting directly or indirectly from reliance on such advice or information. Triumph artwork reproduced by permission of British Motor Industry Heritage Trust. "THE GLOBE" is the official newsletter of TROC LTD.

EDITORIAL

Dear Razoredge owners and followers, Welcome! to this especially English summer. We have had a wonderful summer, *IF* you have been able to pick and choose your days out. There have been plenty of brilliantly sunny days when it has been good to be alive, and better still to be out and about in a gleaming Triumph, enjoying the lush greens of the countryside and the brilliance of wild and garden flowers. We quietly suppress the awareness that the lush green is due only to the previous days of thundery showers. I wish to thank those members who have sent me brief accounts of outings in their cars, or sightings of other Razoredges, often with a picture. ***Please keep these coming!*** You will find more reports of these in this edition – some carried over from earlier in the year – and of course of our successful annual **CLUB RALLY** at Hatfield House in Hertfordshire.

Have you ever placed an advertisement in our ‘FOR SALE AND WANTED’ pages? This is a free service to members, and does serve a useful purpose; BUT I’m aware that some items have been there for ages. If the items are still for sale, or still wanted, that’s fine; we shall happily keep them current until a seller and a buyer can be matched up. **However, if the item you had for sale has now gone, or the thing you wanted to buy has been sourced – please let me know so that I can de-clutter those pages.**

Finally, we have learned of the sad death earlier this year of Sheila Mower. Dick and Sheila have been good supporters of the club’s rallies and other events over the years in their distinctive coffee-coloured Renown. On behalf of the Club committee we extend our deepest sympathies to Dick and the family in their loss of Sheila.

Editor

We welcome new members:

- 1190 Tony Wiltshire, of Southsea, Hants, who is now the owner of LNM 600, TDB6345
1191 Tony Dalli, from Malta, who now owns LLL 972, TDB 1777 DL
1192 Robin Hewat, of Peterborough, who has TDC 772 DL, MXW 770.

Our cover pictures for this issue:

- Front – Peter Cable’s 1949 TDA 1825 DL, UMX 886, awarded ‘Best Car’ and ‘Best Engine Compartment’ at the 2016 Rally.
Rear – Paul Howard’s TDB 3796 DL, OHN 671, against a dramatic sky; see article on page 56, ‘Moving On’. Image by Paul Howard photography.



The Roadster Club cars

ANNUAL RALLY 2016 - SUNDAY 26th JUNE

The rally this year took place in the company of the Roadster and Mayflower clubs, and we must record our debt to Tim Newing, of the Roadster club, who organised the hotel and dinner – especially since he had to do it all twice, after the first hotel was scheduled for closure and redevelopment as housing. He also booked our venue at Hatfield House, although all three clubs played a part in organising the day itself. Our committee member Clive Lungmuss was our liaison man in the planning stages.

It was good to have the larger community of enthusiasts, with more cars to look at and more stories to swap. All three clubs found the numbers of visiting classic cars was lower than we had expected, although in all three cases there were also significant numbers of owners who had come in their modern cars; so it may be that the spirit is willing, but the mechanicals are weak. That was certainly the case with my own car – due for a major engine rebuild in the autumn, and making some strange noises at the moment, so I decided that Nissan reliability would be the wiser choice. The Roadster club has also speculated that the poor weather in the days before the rally might have discouraged some.

It is also true, of course, that many of us are getting older, and the challenge of driving a classic for a longer distance can be daunting. **If there were other particular reasons why you did not attend, please let us know.** It will help us plan next year's rally better to suit your needs, if we know what those needs are. Was it the change of date, from July to June? The slightly more southerly location?

Hatfield House itself is very impressive; I won't bore you with the details, but to see the room where Queen Elizabeth I, just a day after having been told she had become queen, first met her ministers of state, and appointed William Cecil, Lord Burghley (whose family seat Hatfield is) as her chief adviser – you can feel the wheels of momentous history turning just below the surface, here. The house also offered attractive formal gardens, and their refreshments and amenities were excellent. There was generous space for our cars, and the warm sun made it a very pleasant day for all who attended.



The Mayflowers, who always make a point of raising the bonnets to show off their neat engines.

Members who attended with their cars were:



Bob Hobbs, TDC 703 DL



Keith Gulliford, TDB 5730 DL



Peter Cable, TDA 1825 DL



David Shulver, TD 2125



David Stansfield, TDC 2116 Lim



Pat Saunders, TDB 2451

The suggestion of smoke behind or above the cars in some of the images is not caused by the cars! The sculpture, 'Renaissance', has a drift of fine spray over the ornamental pool of water in which it is positioned, and this has lent an unkind 'steamy' look to some of the pictures.

Our idea of photographing all the cars in front of the house was successful, and these images have been sent to the members concerned. The full gallery will shortly be available on the website, and as usual most of the contents of the 'Globe' will be uploaded shortly to the Globe page of the site. Don't forget these are there – it can sometimes be useful to refer back to past issues.

During the afternoon the usual presentations were made. Peter Cable was awarded best car, and best engine compartment, with his TDA; Bob Hobbs won the best TDB/TDC award, and the Chairman's Cup was awarded to your Editor, for services to the Club magazine. The three presentations are pictured below, in that order, so those of you who have not had the opportunity to meet the committee previously will now have some idea what some of our ugly mugs look like. The distinguished gentleman making the presentations is of course Chairman Chris Hewitt.



Peter Cable – best TDA and engine; Bob Hobbs, TDB/C award; and Roger Stone, Chairman's cup – with Chris Hewitt

As always at these gatherings there was lively interest in the cars, and members took the opportunity to ask technical questions and compare each others' solutions to our common problems. It is always interesting to notice small differences between the cars, and see how people have dealt with the need for fitting modern indicators to enhance the trafficators, for example. One new technological aid which has come to our assistance in the last few years is the development of an LED bulb which fits in the trafficators semaphore, and flashes – thereby making them much more likely to be noticed by modern drivers. They are still in an unusual place, however, and probably not enough on their own.

Another essential ingredient of the day is lunch, and many meet this challenge with a wicker hamper and a picnic; clusters of owners gathering near the cars, and there is sharing and comparing. Hatfield House also offers an excellent cafeteria. I contented myself with a coil of Cumberland sausage with onions in a generous wholemeal bap, washed down with a glass of cider – well, we wouldn't be driving for a few hours, so there was no reason not to. More sophisticated fare was also available to epicureans with a more refined palate, however, and I heard no complaints at all. Credit is also due to Vicky Nelson, on the Hatfield House staff, who had arranged the day with us; nothing was too much trouble, and the admissions arrangements and general organisation all ran very smoothly. On that side, this was one of the best Rallies I can recall, from my twelve years in the Club, and those with much longer memories did not disagree. In a future issue we shall be doing a review of all the various venues we've tried, over the years, and comments and suggestions from members are always welcome. Perhaps we should have an award for 'most authentic picnic'? On second thoughts – post-war austerity and powdered eggs – perhaps not. And blancmange! I had almost forgotten blancmange. Shudder.



The party broke up at around four-thirty, and we helped strike camp, clear away, and began to make our respective ways home.

A good day well spent!

IT SEEMED LIKE A GOOD IDEA AT THE TIME...

Grace (TD3176) had never over-heated or let me down despite having been stuck in the queue to get into a show on a few hot days. All the same I decided an electric pusher fan would help if situations ever got bad again. So come the end of the season I took Grace off the road and up onto axle stands to take the weight off the tyres over the long winter months. I took off the radiator and grille to fit a Kenlowe. That's when the saga began!

The radiator and frame all looked a bit tatty having had a few re-paints in its life so I set to with paint stripper. It was a mess so I thought about sand blasting – until a friend said that was a bit severe and suggested soda blasting. I took it off to a recommended company who assured me it wouldn't harm the core. I got it back a week later and after red oxidizing the frame I coated it with a thermal paint and baked it with a hot air gun. Pleased with my efforts I fitted the Kenlowe with the traditional plastic clips, mounted the grille, and spent several hours putting it back on the car. Lining it up was a pain, but eventually got the bonnet to close correctly – well, as “correctly” as it ever had. I put in the water and marvelled at how quickly it was running down my leg.

Was the tap open ? No; there was a hole in the core.

Having closed the garage and gone in for a cuppa (with a few choice words thrown in for luck) I sank despondently into a chair and phoned Cliff Narroway. Regular followers will know he owned Bob Harman Performance who completely reconditioned my old engine, before being forced out of business by elf'n'safety despite 35 years trading without incident.



Cliff recommended Viking Radiators of Denham whom he had used in the trade for many years and now uses in the restoration of 1930s Bentley Chargers. I took it along to them and what a fantastic job they've done. Having measured and photographed every bit of it they cut out the element, had a new one made to exact size and rebuilt it. But it didn't stop there. They also cleaned all the orifices and the tap, brazed a nice new panel on top in place of three welded repairs and some hairline fissures. Then they made up two struts to go across, and fixed the Kenlowe on them, all mounted into the frame with brass rivets. The whole lot was then, stripped, painted and pressure tested. Fabulous job.

I have absolutely no hesitation in recommending Viking Radiators and you can contact John and Frank Soper (father and son) on 01895 831300.

Ray Gomm

OUR TECHNICAL ADVISOR ADDS:

"Grit and soda blasting should only ever be used with great caution. The radiator cores, even when new, are very fragile as the tubes are made from very thin metal. Also, using grit blasting near any mechanical items carries a significant risk that odd particles of the grit may have lodged inside the item only to then dislodge and cause damage to bearings or similar parts."

TECHNICAL DEVELOPMENTS DURING THE TDB/TDC YEARS

by John Bath, Club Historian

The Club obtained, early in its history, the official Standard-Triumph records relating to the engineering changes for the TDB and TDC models. These records deal mostly with the mechanical aspects only, not the various bodywork and 'optional items' changes. It might be of assistance to owners of TDB and TDC Razoredges to note exactly where their own car comes along this timeline.

- 9/1/50 Rear jacking bracket below the bumper was closed with a welded plate, instead of being open with a rubber plug – TDB 50 onwards.
- 24/5/50 New longer dipstick introduced as from engine TDB 2843E, following complaints that the cars used a lot of oil. (Engines had their own TDB number ending in E, usually close to the Commission Number, but they only matched by coincidence, not by design or intention.)
- 28/5/50 New radiator and thermostat introduced as from TDB 2001.
- 26/9/50 Non-adjustable outer track-rods introduced from TDB 2663.
- Sept 50 Chassis modified to allow an overdrive unit to be fitted. This involved the rear engine mounting redesigned to give more clearance. From TDB3001.
- Sept 50 'Torch' radiator cap mascot introduced – the first 3,000 Renowns having had a plain nut, like the 1800 and the TDA models.
- 2/10/50 Colour scheme of dashboard instruments changed from green to white (white pointers) on TDB 3454-60 and then TDB 3464 onwards.
- 27/10/50 Revised engine manifold system introduced with thermostatically controlled hot-spot. For more details see Workshop Manual. From engine TDB 5094E.
- Nov 50 Oil filter changed from Fram to Purolator type, from engine TDB 2725E, fitted to Commission Number TDB 2714.
- Nov 50 Oil filler cap changed from brass to aluminium, from engine TDB 3213E.
- 8/3/51 By this time, 157 cars had been made fitted with overdrive.
- 6/9/51 The cover plate on the steering box now has a fixed button – formerly an adjusting screw with locking nut. (Adjustment now made by thickness of shims.)
- 26/9/51 Headlamps from TDB 5966 onwards are painted, not chromed, due to rising cost of chromium plating.
- 17/1/52 Brass plate on rocker box cover giving valve clearances replaced by a transfer, from engine TDC 208E.
- Jan 52 Dipstick identical to Standard Vanguard, from TDC 713E onwards.
- 24/3/52 By this date, 1,192 type ST chassis had been made, of which 192 were fitted with overdrives.
- 14/2/52 New exhaust valves fitted as a matter of urgency, with new guides. TDC 1107E onwards.
- 5/6/52 Chrome headlamps return – TDC 1619 onwards.
- 24/6/52 Reports that radiator top hoses are blowing off. Changes made at the request of production: old part number 100948, ne part number 58180, from TDC 994 onwards.

- 21/11/52 Clutch operating rods redesigned and 'to be introduced with a minimum of delay' from TDC1901 onwards.
(We have an early Globe article describing how a member's clutch rod had sheared. They repaired it themselves in a garage workshop, only afterwards discovering that the man who they thought had given them permission to do so was nothing to do with the garage.)
- 8/12/52 Dashboard clock is replaced with an ammeter, TDC 1841 onwards.
- 1953 Virtually no changes made during this year.
- 1/1/54 Electrically-operated overdrive replaces the mechanically operated system.
- 5/3/54 Rear bumper fitted with reflectors, TDC 2352 onwards.
- 12/8/54 To comply with new lighting regulations, a new rear number plate box and stop light unit was fitted, TDC 2684 onwards.

STANDARD TRIUMPH PAINT DETAILS C 1952

by Tom Robinson

During one of those periodic clear outs of paperwork I came across some details concerning paints applied to the cars in the Standard Triumph range around 1952 and I thought members might find the information of interest. Although not dated, the latest vehicle covered appears to be the TR2 and as the TR3 appeared in 1953, I can assume that 1952 is about right.

As far as I am aware, our Razoredge throughout its production was available in the standard colours of Black, Grey, Jade Green and Maroon. We do know that for special orders, Coventry would consider two colour schemes and non-standard colours, but these were extremely rare occurrences.

What is interesting about the document is that in some instances, against the colour specification, the statement 'all models' appears. I assume this to be an error by the creator of the document; as far as I am aware, no variation from the four colours I have just stated was readily available for our cars, so the mention of Comet Blue as available is interesting.

Colour	Range	ST part No.	Docker's paint ref
Elfin green	All models	552309	BF 5086
Birch grey	All models	552316	BF 5085
Black	Renown	551701	BF 4695
Comet blue	Renown	CD 31135	BF 4868
Cotman Grey lustreen metallic	Renown	CD 31222	BF 3565
Jade Green lustreen metallic	Renown	CD 31302	BF 3969
Salvador blue	All models except estate car	552323	BF 5083

Note that there is no reference to Maroon as a colour available by this date. I wonder if this is correct?

If any members have anything further to add on this subject, I am sure the editor would be pleased to hear from you.

Editor: three Maroon cars in the club, belonging to Alan Bromley, Alan Walton and Michael Ashlee, all date from spring and summer 1951, but it's not known if those are the original colours.

ITEMS FROM FBHVC

The Federation, which monitors EU and DVLA legislation on behalf of all the classic car clubs, has yet to produce its response to the Brexit vote; but I imagine things are in a fine old tizzy in their offices as they, like everyone else, try to work out how all this is going to be arranged and what the implications are for us all. Most of the “EU laws imposed on the UK” are in fact implemented through UK law, so it’s not likely there will be any massive or sudden changes.

One area which has been a cause for concern is the growth of Low Emission Zones in cities, where there is little sign yet of an overall agreement on exemptions for classic cars. The list of Low Emission Zones is increasing rapidly. The London zone however simply exempts all UK-registered historic vehicles built before 1973, so we’re clear there. Foreign-registered classics have to register with Transport for London website, however.

They report little progress on the various issues they are pursuing with DVLA – about errors on the database of manufacturers’ names, and whether the ‘true identity’ of a car lies in the body or (if it has one) the chassis.

OUTINGS AND OTHER STORIES

An account of a trip at Easter this year, deferred because of lack of space in previous issues; from Graham Sinagola.



The view over the bonnet is the road that the Cat and Fiddle pub is on; second highest pub in the UK. It's a bleak area, and on this Easter Monday there was still some snow around. This was taken on the return leg of our trip to Crich Tram Museum – on the outward journey we had to divert through Leek, because this road had been closed by the snow.



The Cat and Fiddle – miles from anywhere!

At Crich we were taking part in a 1940s event. The pipe band – chilly weather for kilts! – is seen passing the matching noses of a Rolls-Royce, and beyond it, my Razoredge.



Breakdown? Not at all.



The final photo shows Graham, still in his 1940s garb, pausing to remove a pie which had been placed on the exhaust manifold to warm, and then forgotten.

Graham adds: “The Renown in fact behaved perfectly, despite some very steep hills and narrow twisty lanes. I was also glad that I had fitted a brake servo booster.”

And another thing...



These so-called “speed bumps” – they’re hopeless! If anything, they slow you down.



Member Mick Harris, on outing which included a ride on the mid-Norfolk steam railway.

“A quick photo from our outing yesterday with Mid Norfolk Steam Railway, from their base in Dereham across stunning countryside to Wymondham Abbey. We had a walk around the grounds of the Abbey then into town, a short walk in lovely sunshine. A quick mooch around the shops and then into the Cross Keys for a really good roast dinner for under £7. We walked back along the river and waiting to catch the last steam train, not wanting to be on the diesel engine. A fine day out with friends and because we booked in advance and left our car parked outside the station for all to see we were given free family tickets for the trains. All right on my doorstep - so we'll be doing this again!”

If members have a local attraction like this they can recommend, why not suggest a date and we'll publicise it in the Globe as a local meeting? This would be especially good for those who can't make it to our annual rally. Sounds good to me!



Thomas Malan's car in [Němčice nad Hanou](#).in the Czech republic.

TIME TO MOVE ON



Paul Howard writes: After two years of being the very proud owner of this 1951 Renown for my own pleasure and my wedding business, I have decided to sell it. I went to a classic car show in Stoney Stratford a couple of months ago and half-heartedly put a little add in the window of my Renown and sat down next to the car in the High St in Stoney Stratford just to see if anyone was interested. Within a minute a gentleman and his grandson were looking at the car and noticed the ad. It was just by chance that he was there on the day as he lives nearly 200 miles distant. A deal was struck at a later stage, and he will be the next owner of my car after my last wedding in August.

I am sad to see it go, but glad that it's going to a person that, like me, has always wanted to own a Triumph Renown Razoredge. I'm sure you won't have seen the last of this car, as I am sure he'll become a club member in the near future.



I wish all the best to the Club and thank you all for the help you have given me when I needed a few spares (brakes, slave cylinders etc) and for the articles that you have printed in the Globe.

- Paul Howard.

Paul's car is TDB 3796, OHN 671. Images by Paul Howard.

WHAT'S ON: RECENT AND FORTHCOMING EVENTS

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.](#)

If you are out in your car – do please send us some pictures!
(It doesn't have to be super-special. It's always good to share Razoredges out and about.)

Wednesday 3rd August



Classics on the Green at Rickmansworth, Herts – a midweek gathering on a large scale: they expect 1800 cars. No booking; just turn up (starts 3pm, goes on well into the evening) and make a donation. Run by the Watford and District Classic Vehicle Club.

5th – 8th August

Gloucestershire Steam and Vintage Extravaganza – at South Cerney Airfield, Cirencester; many activities.

5th – 8th August

Prescott Hill Climb, at Gotherington nr Cheltenham. One of the best-known motor sports locations in the UK, with plenty of chances to see cars in action rather than just standing being admired.

6th – 7th August

A similar event for those living further North: the Historic Sports Car Club have a meeting at **Croft Dalton on Tees, N Yorks.**

6th – 7th August

At Matlock, Derbyshire, the **Cromford Steam Rally** has a few cars, motorcycles and commercial vehicles, but is mainly of interest to those with a fascination for early agricultural machinery, tractor and steam ploughing demonstrations. Why not turn up in your Razoredge playing the part of a gentleman farmer?

Saturday 6th August

Chequers Inn Train & Transport Day, Laddingford, Kent. Model railways and other train-related activities, but also other steam and transport interests. No booking needed; refreshments and barbecue going all day. Between Tonbridge and Maidstone.

Saturday 6th August

West Somerset Railway Vintage Vehicle Rally, at Norton Fitzwarren. Many different types of attraction at a well-established Rally / Fair.

8th – 14th August

Crich 1940s Week – at the Tramway museum. Time to dress up and reminisce. Few places do the forties better.

Sunday 14th August

The **White Dove Collectors' Transport Show, Hampshire** is a well-established fund-raising fair with trade stands, autojumble, 600+ cars, live music, barbecue and refreshments, and a motorcycle ride-out.

Sunday 14th August

Yorkshire Thoroughbred Club have a **road run, Humber Bridge to Thornton-le-Dale** in an event which has been taking place since 1946. If you have an early TD, why not revisit your car's natal year?

Sunday 14th August

North Radstock club, Somerset, has a drop-in-as-you-please gathering at Camerford near Bristol. No booking, just call in and stay as long as you feel like.

Sunday 14th August

Saffron Walden common has a free-admission meeting for classics of all kinds in Essex. Expecting 200-300 cars and other classics.

19th – 21st August

If our article on Morgans last month inspired you to see more of our distant cousins, they meet at **Horwood House, Milton Keynes**. The Morgan club has five thousand members world-wide with local branches in thirty-nine countries, so they operate on a different scale from us. Take your Razoredge, your copy of the June Globe, and remind them that we shared an engine, 1946 – 1953.

20th – 21st August

Tatton Park 'Passion for Power' is not really for our sort of car, although the Razoredge was a big powerful car in its day. This is a huge meeting, however, and if you like BIG shows, this one will have 90 classic and performance clubs represented, over 300 private entries, giving over 2,000 cars for you to have a look around. Plus 250 trade stands and a massive autojumble; more than enough to fill your day. Tatton Park is at Knutsford, Cheshire; well signposted from all directions.

20th – 21st August

The worlds oldest continuously running motor sport event, dating from August 12th 1905 – before the first Grand Prix, the Tourist Trophy or Le Mans – is the **Shelsley Walsh Championship Challenge**, Worcs. Recently, Hans Stuck, son of Hans-Joachim Stuck, drove his father's 1936 Auto-Union 500hp up the hill again (see Daily Telegraph, 18th July). At Hans-Joachim senior's suggestion the car had twinned rear wheels, but the power was so great it would still spin them freely if too much right foot was used. A guaranteed front-cover spot in the Globe for anyone who can send me a good picture of a Razoredge on the hill.

26th – 29th August

If you seek a change from cars, try boats. At **Blyth in Northumberland**, the **Tall Ships fleet** will arrive and depart on these days.

27th – 28th August

...or flower-arranging? At **Egham Surrey Royal Show** you can enjoy competitive flower-arranging, and purchase arrangements to take home; with many other attractions including classic cars, a crafts marquee, steam traction, and a large horticultural marquee. Also rides for children, Punch and Judy; everything from cake decorating to best classic motorbike.

27th – 29th August

Rudgwick Steam and Country Show between Guildford and Horsham, Surrey/Sussex border, has a 44-acre site full of craft marquees, market stalls, food hall, "agricultural music" (that'll be the combine harvester song again then), beer festival, working machinery, and a couple of hundred classic cars for good measure.

Saturday 27th August

Gloucester goes Retro – a neat idea: they have allocated an area near each of the historic gates to different time periods: Westgate 1900-1949, Northgate St 1950s, Eastgate 1960s, Southgate 1970s onwards. You can walk around the city and travel through time. 200 classics expected.

27th – 28th August

Dunsfold Wings and Wheels – home of 'Top Gear' but don't let that put you off: Red Arrows, the Battle of Britain flight, and many other aerial displays; on the ground, iconic cars, many shops, stalls and activities.

28th – 29th August

Blenheim Festival of Transport, Oxfordshire. A World Heritage site and Churchill's birthplace; expect some significant historic vehicles. A Razoredge, however, can hold its head up in any company – so why not you in yours?

TWO NEW ZEALAND RAZOREDGEDGES



The car on the left was spotted advertised for sale in New Zealand, showing 88,500 km, a 1952 TDB, NZ reg from new CD 7619. We don't unfortunately have the commission number.

In the same week we heard from the owner of the car on the right, Neil Farrer's TDB, registration BV 7854 has Engine No TDB 4684E and Commission number TDB 4680 DL. It was first registered in Auckland on 5.11.1951 to a D E Churches, and Neil has the complete history of the car since then, including a great deal of the repair work which has been done. Neil is the eighth registered owner, but the first three owners were all from one family.

By searching the New Zealand Vintage Car Club database Neil traced five more Renowns, two of which are probably registered and the others are stored. He tells us he has some work to do on the window winder on the left front door, and will have a few other minor matters to attend to, but that the car performed very well on a recent Vintage Car rally of some 150 miles. Unfortunately the previous owner had taken out the original radio, but he has a later one that would be suitable from a 1958 car.

We were able to put Neil in touch with Peter and Raewyn Faber, long-time friends of TROC, and Razoredge owners themselves. Peter replied:

Hi Neil,

I know your car - or did - when it was owned by Bob Mowbray in Rotorua around 1986. He and his wife, Jackie, took part in the Northland VCC Far North Tour in November 1988. (Bob is standing in front of his Renown facing camera). They also attended the first NZ Pre-1954 Triumph Register Rally at Chateau Tongariro in December 1989. (His car is 3rd from left in line-up). Bob also owned a low mileage Mayflower at the same time. He was a keen member of the Rotorua VCC. I knew it had changed hands to D'Anvers but I lost touch with it after that. As I recall, your car would be the most original and lowest mileage example in New Zealand.

From 1984 until the mid 2000s there was an organisation named the Pre-1954 Triumph Register of Australia and New Zealand, which catered for owners of all Triumph model built within that period. We had several members with Renowns and as owner of a TDB Renown and Vice-





Chairman and N.Z. Co-ordinator of the Register, I personally kept a record of those models. I knew of over 120 at the time in various states of condition.

I am now 80 years old and live in a lifestyle village in Whangarei consequently I no longer own a vintage or classic car (my Renown now resides in Te Awamutu) but I have retained a lot of material relating to early Triumphs and I retain a keen interest in these old Triumphs.

Sadly, the Pre-1954 Triumph Register is no longer in operation as such and is superseded by the Australian Standard/Triumph Heritage; but I still have friends in this country who have an interest in our cars. If you need any help, perhaps I can point you in the right direction. However I can recommend the aforementioned Razoredge Club for advice, parts and support.

I trust you have as much pleasure from your Renown as we did from ours. Please keep in touch. - Peter

Neil was able to confirm that the current mileage was showing as 67,525 and this tallied with the evidence in the documentation. He added: "When I purchased the car the steering was horrible - due to incorrect radials and running the wrong tyre pressure. The first thing I did was to have the correct sized radials put on and at the right pressure (34PSI), and now it is a pleasure to drive. Because of my previous Vanguard experience I knew what size of tyres etc the car should have."

It's very good to hear of Razoredges surviving overseas, and we are very much aware of our obligations – through spares or through advice and contacts – to our overseas members. Apart from anything else, some of them live in dry countries where they don't put salt on the roads, so there's a much better chance of the cars not rotting away.

Tom Robinson has supplied an image of another New Zealand Razoredge, neatly linking back to the discussion of maroon-coloured cars from p52.

Next page – John Bath has been visiting another overseas Razoredge.



Dear all,



These pictures were taken on the open road in Maine and at James' Lea's home in Rockport. James was a member of TROC in the past.



The one that got away - that 1940s USA sedan was too quick for me and I had not got my camera ready for what would have been, to me, the ideal shot and contrast in mid 20th Century styling, USA compared with UK.



Luckily I got a second chance when a Model T Ford was sighted approaching - that is not a posed shot, by the way. Older cars and light trucks are everywhere in Maine though I was very lucky to see 2 classics on the open road in quick succession.

Missing front number plate? No - you don't need one in Maine! That is James Lea himself with the folder including the original invoice from Ryde IoW garage.



Regards ~ John Bath



PS. And to top it all, there was a razoredge Packard in the local museum- and with an American body too!!



The original receipt for James Lea’s car when purchased by Miss Ruffle, Isle of Wight, on 7th April 1951. £825, plus a brutal £229 18s 4d purchase tax. She had paid a deposit of £5 – a week’s wages for an ordinary working man in those days.



Since he has a personalised plate to match the original UK registration, James gets away with wearing the original UK plate in the US. He keeps the official US plate on the back window shelf, to show the coloured tags indicating he has paid his tax for this year.

All images by John Bath.

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.** Email editor@trocltd.com.*

Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.

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.

FOR SALE: *The Book Of Triumph Cars* by W A Gibson Martin. 102 pages of specifications, routine maintenance, hints on fault finding etc. Offers please to Tom Robinson, phone 01246 419 864. Post free.

FOR SALE: TDB 1671 DL, engine 1677E, reg. ERD 681. Owned by the same family since new. Would make a good project for someone who would like to give the car some much-needed attention. Open to enquiries and offers. Please contact John Sibley on 01491 628 544.

FOR SALE: TD 1800, 'Marmaduke' – a treasured family member for 40 years. Age (mine, not his) causes sale. Also included – a complete set of 'Globe' newsletters. The car has been in regular use, and has been re-upholstered, re-chromed, and properly maintained; complete history. Located in Knutsford, Cheshire. £4,000 – contact D Naylor on 01565 634 516. **UNDER OFFER.**

WANTED – the following parts for 1954 TDC: aluminium curved internal wheel arch trims x2; aluminium internal trims to floor of door openings – two large shaped ones to front, two shorter ones to rear; metal trim to front door pillar (carries front door striker plate/catch) x2; curved metal door retainers x2 front, x2 rear. Dashboard knob S & H. Bonnet hinges, boot panel hinge. TDC jack and toolkit. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE: TDB 2093 DL, MAR 521, first registered 15th September 1951. Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14th 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Telephone 01525 712 947, J E Washington.



FOR SALE: One wheel (no tyre) DRO 4½" Jx 16" SR; 1 wheel (no tyre) 4"x16". Both have just been powder-coated silver. 2x inner front wings for TDB. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE – set of four wheels for TDB/TDC, reasonable condition, no tyres or tubes, £40 the set; contact Roger Hattson on 01202 922 140. Current location Bournemouth.

FOR SALE – TDC 1080 DL I currently have a 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, TD spares, steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

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 TDB/C models only, centre instrument panel. Plus 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, £65; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary repairs, £65. Postage extra. Keith Gulliford, Tel: 02380 734 832..

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.

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.

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.

A FUTURE 'BARN FIND'

In the June 2012 Globe we covered the story of OXL 481, a silver-grey very late TDC used in a starring role in the final episode of ATV's Sapphire and Steel science-fiction thriller serial. The car was drawn to our attention by someone who saw the car on a You-Tube clip of the series, and was sure he recognised it as the same car his father had looked after as chauffeur in the early seventies. We checked up the details as far as we could, and it seems very likely it was the same car.

Ray Gomm has been doing further research, and has found that the DVLA still have records of it, though it has not been taxed for road use since 1983. So it's probably still in existence, laid up somewhere, a slumbering beauty, waiting to be discovered and brought back to life. Remarkable!

X Untaxed
Tax due: 29 September 1983

MOT
Exempt

If you have just purchased this vehicle, you must tax it even if it shows as taxed above. Vehicle tax cannot be transferred from keeper to keeper.

If you have taxed, made a SORN or had an MOT it can take up to 5 days for these details to be shown above.

You can check with your bank/building society to confirm your payment was successful.

Vehicle details

Vehicle make :	TRIUMPH
Date of first registration :	16 August 1978
Year of manufacture :	1954
Cylinder capacity (cc) :	1998cc
CO ₂ Emissions :	Not available
Fuel type :	PETROL
Export marker :	No
Vehicle status :	Not taxed
Vehicle colour :	GREY
Vehicle type approval :	Not available
Wheelplan :	2 AXLE RIGID BODY
Revenue weight :	Not available

FOLLOWING THREADS

Tracing cars: we have been in touch with Tony Salem, in Chicago USA, who has an ex-Canadian import TDB which he's intending to restore.

He tells us he had previously owned and sold-on a TDC, which had carried the registration NXU 719. This will be of interest to our member K Daly, in Sheffield, who owns NXU 718. It's perfectly possible for two Razoredges to have consecutive number plates; it just means that the dealer will have been selling the two cars at the same time, and registered one after the other, in this case in Greater London in August 1953. To have both cars of such a pairing surviving, however, is quite a coincidence. We're trying to make contact with the new owner of NXU 719, in Arkansas, and there is every possibility of a showroom reunion, 65 years on – at least by email.

ANOTHER BENTLEY CONNECTION

by Brian Wade

An article in The Globe (April 2016) entitled “Tracing Our Aristocratic Roots: The Bentley Mark VI” illustrated many styling features linking the Bentley to the Renown. This item has prompted me to write regarding a curiosity found on my Renown, TDB 3893, which provides another link to the Bentley marque though I admit a very tenuous one.

A plate located on the front passenger side door sill states “Supplied by Hooper & Co. (Coachbuilders) 54 St James’s Street, Piccadilly, SW1”. Hooper supplied bespoke carriages, both horse drawn and motor powered, to royalty, the gentry and the well to do, the motor powered vehicles often using Daimler and Rolls Royce / Bentley chassis. Hooper opened a showroom in St James’s Street, London in 1896 which closed in 1958 mainly as a consequence of Rolls Royce / Bentley moving to monocoque construction.



We know that the coach-built body of the Renown was built by Mulliners of Bordesley Green, Birmingham and not Hooper. How curious then that TDB 3893 with a body built by Mulliner on a Standard Triumph chassis should be supplied through Hooper who normally built on the aforementioned Daimler and Rolls / Bentley chassis. Furthermore my Renown carries the registration Number LXW 900 which is a London County Council issue but intriguingly a DVLA search shows the first owner of TDB 3893 as living in Stourbridge just 17 miles from Bordesley Green. Why did the first owner purchase his Razoredge through this London supplier of bespoke, up-market transport rather than a local dealership? Whatever the reason it seems that the Triumph Renown (a poor man’s Bentley?) must have been considered a worthy enough car to be supplied through a provider of such aristocratic vehicles.

Text and pictures by Brian Wade.

