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The Razoredge and the art of making a grand entrance

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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.

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EDITORIAL

Dear Razoredge owners and enthusiasts,

Christmas Greetings from your Chairman, Secretary, Spares and Membership Secretary, Magazine Editor, and all the Committee. You will find enclosed in this issue the usual Calendar for next year, and overleaf we have our traditional Christmas Carol to add to the festive mood; there are also the usual items of Club merchandise which might make appropriate last-minute gifts to suggest.

Our 'What's On' guide for next year contains only two items: the Club Rally and our AGM dates for 2017. *I would like to add to that, in the year ahead, any local rallies which you might be planning to attend*, so that other members in your area can come along if it suits them to do so – making an informal Razoredge meeting-point and photo-opportunity. This is especially useful to members who



live too far from Hanbury Hall (just west of Worcester) to be able to join us for the summer rally. Pop me an email or a letter.

Finally: the Club would like to appeal for more members to consider taking the GLOBE electronically, by email. Our reason is mainly financial: there are no printing costs or postage costs in email distribution. A large part of your annual membership fee now goes in printing and postage, and whilst we have nothing against printers or the Royal Mail, bringing them business is not the club's main purpose. As a special offer, if you'd like to **try the email edition to see if you enjoy reading it that way**, just email editor@TROCltd.com and I'll send you the electronic version **as well as your normal posted one**, for each edition from now until next April. We realise not everyone will like this format – it depends on how comfortable you are with electronic media, the size of screen available to you, and other factors.

But, if you find the electronic form an acceptable substitute, you can then reduce your membership subscription to only £17 when renewal time comes around in May, by switching to email-only Globes. This saves you and the club money and it also has the advantages that in the electronic version I can include video clips and live links which you can follow by clicking; and the email version will always contain colour, even in the two editions a year when the posted version is all black-and-white to save printing costs. **However, please be reassured that we shall always continue to provide printed copies for everyone who prefers the real-paper format.** There is further discussion of the costs and membership fees of the club within these pages.

Editor

We welcome new members:

- 1197 Michele McCusker of Skelmersdale, with TDC 1080 DL, MYX 405
- 1198 Joop van Lammenden, from Rhenen in the Netherlands, TDC 2245 DL
- 1199 Edward Bush, of Rumney in Cardiff, with TDB 48 DL, HDT 506
- 1200 Neil Farrer in Wanganui, New Zealand, with TDB 4684 DL (see August 2016 Globe)
- 1201 John Sylvester, of Barry in Wales, with a TDC, PDH 847

Our

cover pictures for this issue:

Front – Razoredges before the castle in Meissen (see page 105); at Balmoral, in “The Crown” – more in the next edition – and at Hatfield House for our summer rally in June.

Rear – Pat Saunders parks his TDB between two magnificent historic buses: a 1958 Leyland PD2 and a 1944 Bedford OWB. The space the renown is in is normally occupied by a 1950 OB which Pat took out to the New Forest. We have several bus enthusiasts amongst our membership, and they will enjoy the further images and information from FBHVC on the inside back cover too.

I apologise for the use of inappropriate language in a beautiful carol, but I'm sure we have all thought worse words at moments like the one described below. (I just couldn't find anything else that rhymed!) **You have to imagine** that this is one of the times you *don't* want the night to be quite so silent, because you've turned the key and you're pushing the starter button.

Silent Night

Silent night, holy sh*te!

The battery's given up the fight.
Why did I offer to take the old car?

We set out at noon and we've journeyed quite far,
But we're going no further tonight,
We're going no-where tonight.

Silent night, holy sh*te,

The engine won't turn and the lights won't light.
By now we should both be home in our bed

But we're stuck miles away, and the engine instead
Sleeps in unwelcome peace,
Sleeps in unwelcome peace.

Silent night, pass me the light,

The dynamo's loose! And the fan-belt's not tight!
I can do them up, and we're parked on a slope;

I'm starting to feel a glimmer of hope;
We just might get home after all!

We're going to get home after all.

Silent night, holy night,

All is calm, all is bright.

Round yon roundabout one more time,
Glance at the sat-nav and follow the line,
While the engine purrs, Alleluia!

This Triumph's a wonderful car.



IN SEARCH OF STOCKING-FILLERS?

Members might like to consider the items of club memorabilia shown below, and perhaps leave the magazine strategically open where our ever-loving and long-suffering spouses or other family members or friends might see them and draw inspiration. Alternatively – treat yourself!



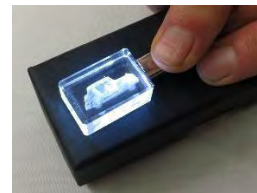
All items are available while stocks last from Chris Hewitt, club Chairman. Prices exclude postage and packing. Find Chris's details inside the front cover of the Globe.

The club 'Globe' badge, suitable for mounting behind the front bumper or on a badge-bar; £27. It is sturdily made and has good quality enamel.



Our **lapel badge**, showing the Globe image surmounted by a Triumph steering-wheel, and the words 'Triumph Razoredge Owners' Club' in gold around the edge. £2.50p.

The keyring seen below is a very fine design with a remarkable level of detail in the etched 3D image – the steering wheel, radio aerial and radiator badge are all quite clear; the over-riders and lamp fittings and the filler cap can all be made out. Looking from underneath, the chassis and the engine are clearly visible. In a smart padded presentation box. £6.75p.



The light is easily strong enough to illuminate a keyhole.

We also have a number of good-quality ballpoint pens, not illustrated, which carry the Club insignia and name. These are priced at only 40p, so you could treat yourself to a half-dozen for very little outlay.

OUTINGS AND OTHER STORIES

OOPS! A CAUTIONARY TALE

by Alan Walton

Before I go out to any show I usually check my car over to ensure all is in order. On this occasion, I was in a bit of a hurry and omitted to do so since the day before I had been out at Blenheim Palace, just three miles from home. What could possibly have gone wrong in the meantime?

I was off to Buckingham Railway Centre, at Quainton, just off the A41 between Bicester and Aylesbury. Everything seemed fine on the journey, but arriving at Quainton I noticed steam coming from under the bonnet. Luckily I am a regular exhibitor at this show, which was helpful as the marshals, knowing me, sent me straight to my position before I had even booked in.



After a short while to allow the engine to cool down I ventured to peer under the bonnet. To my horror the fan belt was in shreds and the dynamo had become partly unbolted. As I am an AA gold member, I called them and gave them the location. I was informed they would be with me at 12 o'clock. At one minute past twelve, in drove the AA, and his first words were to the effect that he loved working on old cars.

He scrambled underneath to find that the dynamo rear bolt had worked loose, and that had caused one of the front bolts to shear off. He removed the dynamo completely so as to check

everything, and managed to get the sheared-off part of the broken bolt out. After rummaging in his spares box he managed to find a replacement that fitted. It was then a case of rebuilding. There was a spare fan belt in the boot which had come with the car when I bought it in 1999, but we discovered that it was too long. The AA man managed to find a replacement modern belt which fitted and would serve to get me home. As this could be the final job of his shift, the AA man was in no hurry to get away, meaning we could go to the café for me to treat him to a mug of hot chocolate and a cake before parting.

On arrival home the 'spare' fan belt was relocated to the dustbin. I got in touch with Bob Hobbs and ordered two new correct fan belts. The Forge garage at Kidlington replaced the modern belt that had been fitted with the correct one, and were happy to accept the modern one into their stock. The moral of the story is: do check your car over thoroughly before going out, regardless of the journey's length!



(Editor's note: I would like to assure readers that Alan's tale was NOT the inspiration for this year's Christmas Carol. The images used here are not actually from Alan Walton's story, but seemed relevant! The TDB by the classic AA box at Aysgarth is Graham Sinagola's, and he provided the picture; whereas the old-time AA Morris Minor, a far cry from today's high-spec callout vehicles, is by Tony Bartholomew, an enthusiast.)

THE ROUND-BRITAIN RALLY: YOU'RE HIRED

Imagine the phone call: "Alain, are you doing anything special this weekend? Fancy to come with us to Scotland? Club Triumph has an outing and Dirk is looking for a co-driver for the Renown.... Don't worry about night accommodation, it has all been sorted out."

I don't think my co-driver Hans ever mentioned to him that the trip involved driving an alien old car with a 3 speed column change gearbox and brakes you have to order in advance, on the wrong side of the road, nonstop for 48 hours over all kind of roads.... Or that the 'accommodation being all sorted out' was due to the fact we didn't stop anywhere.



What we did not realize was that Alain never had driven any classic car before, let alone on the, for us, "wrong" side of the road.

Too late to change the team, we resorted to having Alain driving the motorway sections or at night. The long stretch southbound was God's gift for Hans and I and we could tackle the twisty bits nicely refreshed. It also helped that this time round we more or less knew when the taxing bits would be and managed to have a fresh driver in the seat when needed. Team management!

So why were we so late in then? On our way down to Morrison's Garage, towards the end of the long day in Scotland, our oil cooler went and we lost our precious oil in an unplanned mile-long oil change.



Luckily the driver noticed this (no oil warning light on a Renown) and we stopped before the engine bricked up. Removing the cooler was easy, just take the filter housing off, unbolt the adaptor and hoses and bolt the filter back on. We then had to find fresh oil; I had packed only a 1 litre jar, (our engine doesn't use any oil) but with that added to the sump and with whatever was left in the system we got oil pressure and provided we went into the bends slowly (so we did not centrifugally starve the engine of oil) and we managed to find a service station open that had oil in stock!

We were rolling again, but not for long.

On the approach to Stirling we found ourselves on the motorway when a lorry overturned and traffic Scotland (or

however you call them) closed the whole section between both exits. Being stationary on a highway taught us 2 things: firstly that Truckers are your friends letting you slot in on your way to the hard shoulder when the engine overheats, and that our Kenlow is either mounted the wrong way, is wired up

wrongly or is simply of the wrong type. It actually draws air from the engine bay and spits it out in front. I can only assume that the previous owner, when he converted from positive to negative earth forgot to change the wiring around. With the earth connection behind the ornamental grille there was not much I could do roadside. But on the hard shoulder and stationary, sucking hot air out of the compartment actually works better than trying to push in more air.

With our top speed of 75MPH (I know the hooligans pushed it to a satnav-recorded 80 going downhill and when I was not looking) this was time we could not make up so we did what we promised to do, Team Broom closing the ranks and sweeping up everything left on the road, bringing up the rear.

It is a bit lonely as a task but gives you great insight in what other teams have to endure, such as the saloon changing a broken rocker shaft at Tebay services. (He carried a spare, don't you???) He caught up with us again in Wales, only to have had to give in because his co-driver was exhausted and could not safely continue. I would have gladly spared him one of our team if we would not have been shorthanded as we were.

We also had our funny moments. Going north the accelerator return spring broke (same spring as 2 years ago). After having jury rigged it 2 years ago I had left it in position (for good luck) but with hindsight had packed a few spare ones. With both fenders flowing into a front valance the front of the Renown is a perfect work platform on which to open your boxes and hunt for the correct spring. Five minutes later we were on our way again. Five miles further I asked the innocent question: did you repack the bag with the tools? Nobody could remember, so we pulled into the next layby. The bag was still there, divider boxes, nuts, pliers et al! Imagine doing that with a Spitfire or TR6....

This was our second long distance drive in the Renown, and thanks to an updated advance curve programmed into the 123-Ignition (thanks John) the car performed better than last time, no flat spots when accelerating and the "smooth" production under load was also a lot better. Fuel economy improved also, although not as drastically as I would have hoped. We still used an indecent amount of Super GoGo juice. This was to be expected as we were always driving the car to the limits and consumption increases exponentially with speed. After all, the aerodynamics are a bit akin to a brick, with the brick having the advantage... Roadster owners have assured me that their car with the same 2000 engine actually runs better by swapping the Solex out for a Weber, (I believe one from a Land rover of same vintage) so we might be trying that later on.

What really lets the Renown down on these drives are the brakes: on the twisty bits in Scotland and Wales they were pushed to their limit and started fading. Because you are still on the brake when entering the bend you are struggling to find the right gear, and thus have to try and build up your momentum all again before to start over again at the next bend. Maybe it is not as bad if your family name is Moss, but neither I nor any of the co-drivers really mastered the process. Leaning over like a battleship in a force 8 gale doesn't help either.

Other than the Chinese oil cooler giving up struggle we had only minor breakdowns. The fuel pump leaked at the start, which I found out was due to a stripped thread keeping both halves together, a slightly longer bolt protruding and a counter nut solved that. Then the main fuse feeding A4 on your regulator box blew, leaving us without instruments, overdrive and indicators. But again the hardest part here was to wake me up and explain the symptoms. Two minutes later I could, grumbling, resume my cat-nap.

True confession? I forgot to pack any spare bulbs. With their BPF socket they are a rare beast nowadays, and surely no other team would carry them. When one main beam went on the way North I realized that we would probably be the first team ever to have to retire due to bulb failure if the second one would go.

After doing the trip 2 years ago I was glad to see that people remembered and actually came out to see us and cheer us on. Club member Gerry had an encouraging card printed and hand delivered in an envelope at Bude, friends came to see us at the Blyth Services and again at Tebay on our way south. But the prize for the most appreciated welcome would go to Alan Morris of the Roadster Club, who drove 90 miles to meet us at the Kinross Stop (just north of Edinburgh) at three in the morning!

So far the CT club now has raised £64,000 for Guide Dogs, which assures that we can at least sponsor one healthy Labrador dog, but as always there is still room for more, perhaps a small Yorkshire terrier, so if you want to help and encourage us to do it all again all donations are still welcome on our Just Giving page: <https://www.justgiving.com/Team-Broom> .

Dirk Devogeleer (all text and images)



REPORT ON THE THREE COUNTIES CLUB RALLY, HIGHCLIFFE CASTLE, DORSET

by Stephen Lucas

In September the 3 Counties Club held its annual and very popular and well attended classic rally at Highcliffe Castle in Christchurch, Dorset. I had known of another Renown in the locality and was delighted to see Stewart Langton appear with his immaculate Renown. His car was awarded the Over 50 trophy as you can see in the photographs below, which do not do the condition of this car justice.

Unfortunately I did not have my Renown with me, but hope to do so next year. Only today I learned that yet another Renown is around locally in Bournemouth, so I will try to contact him. I am hoping that these pictures might be of interest for the Globe publication. (I have not told Stewart I am sending these, but I'm sure they will be a pleasant surprise to him!)

Many thanks and well done on the magazine which is simply great.

Stephen Lucas, member 1161
Bransgore, Christchurch



THE MORGES BRITISH CAR MEETING, OCTOBER 2016

Perhaps in some future year we'll be able to get some British-resident Razoredges to follow Bob Hobbs' example and venture onto the European mainland, and this meeting in Morges would seem to be the ideal venue. We have widely advertised it in past years in the Globe, and our Swiss members would I'm sure love to see some company from the homeland of the car.

This year, as in several past years, the only Razoredge present (as seen below) was that of Jacques Faerber, who lives quite nearby. As reported in Globes earlier this year, Bernhard Ruest had hoped to be able to attend, but problems with his brakes prevented the use of his early TD – and you don't want to drive around Switzerland with doubts about your brakes. Dirk Devogeleer was also present, but felt it wiser to take his Roadster. He has supplied these pictures, for which we are very grateful.



father had bought this car, TD 904, from new, directly imported in 1946. The family owned it for many years until it was finally sent to be scrapped.

Jacques, however, discovered some years later that it

had not been destroyed; and he negotiated to buy it back, and restored it.

Would any UK members who might consider a continental jaunt next October like to contact the editor?



Jacques Faerber's

STANDARD TRIUMPH PAINT DETAILS 1952-1954

(Part of this article first appeared in the August edition)

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, Cotman 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 wondered if this is correct?

To take the matter further, I consulted two Standard Triumph colour charts to see what they had to tell us. The oldest one I have dates from around 1956, as the newest car mentioned is the TR2. It is titled *Colour Catalogue*. In here, we learn that the Renown is available in Comet Blue, Cotman Grey, Jade Green and Black. Under the heading 'all models' appear Salvador Blue, Elf Green and Birch Grey.

The second booklet is ST part number 512109 and is titled *Standard Triumph Colour Brochure*. Again, it is undated, but as the newest cars are the Herald and TR4, this would suggest 1959/60. Renown colours are stated to have been Jay Blue, Cotman Grey, Ivory, Paris Green, Jade Green and Sunset Red. In addition, under the heading 'all models' appear Powder Blue and Black.

No doubt the historian coming across either of the above documents would take the statements regarding our cars to be accurate. I feel certain that this is not the case. Once again, scant attention has been given, I feel, to the accuracy of the applications to the colour range. In over forty years of studying our cars I have never before seen in print the range of colours available for the Renown as depicted above. What is certain is that the maroon option was dropped around 1952/3, which might account for the scarcity of survivors in that colour.

Reverting to the colour swatches depicted: in my opinion, the sight of a Razor Edge finished in either Ivory or Paris Green defies belief!

WEDDINGS AND MAROON RAZOREDGES

Tom Robinson's investigations of the original colour-schemes of our cars, begun in August and continued on the previous page of this edition, brought a number of other maroon cars to light: we already knew of the maroon cars of members Alan Walton (see page 93), Alan Bromley and Michael Ashlee, but we now discover two more maroon cars, making five known in the Club; and a red-and-black non-member car in Poland. By coincidence all three of these newly-reported cars have wedding connections, so it seemed right to include them in this issue, leading up to Bob Hobbs' account of the grandest Razoredge wedding of the year, in the Castle perched high over the old town in Meissen, Germany.



John Lees, member 1157 from Ayrshire, writes: "There is a back story about why I came about taking ownership of "Madge"! "My Father had one when I was a boy in short trousers, which wasn't yesterday, and my desire throughout my life was to own one. "Being diagnosed with throat cancer in 2011/12 and my partner being diagnosed with breast cancer a year later, but both of us thankfully

now having received a good outcome from treatment, the wake up call it gives you when you get such news set us searching for a Renown. This led to where we are today, in that we have now formed our own wedding car business with the Triumph being the flagship car of the fleet, with additional Jaguar XJ8's in carnival red as support cars to the Triumph."

How Sir John Black would have loved this reference to Jaguars acting as support cars for the Triumph! He and Sir William Lyons, founder and managing director of Jaguar, had a rivalry which at times became bitter. Standard Triumph had supplied engines for Jaguar, but agreed to sell the designs and tooling for their six-cylinder engine to Lyons. Sensing correctly that this was a good deal which Sir John Black might shortly repent, Lyons actually turned up in person with a fleet of lorries at the Standard works and insisted on collecting on the deal on the appointed day. One can imagine Sir John Black's reaction. He was not often wrong-footed by a rival.

The four-cylinder version of the engine, which Black retained, became the basis of our Roadsters and Razoredge saloons; but we can only imagine what might have been, had the six-cylinder engine still been available to the firm.

John's car has white-wall trims on maroon wheels, like the car in Poland, below; whilst the next maroon car has cream wheels. I have heard members make various comments on this sort of colourscheme, but fortunately we are the sort of club where members' preferences for their cars are tolerated rather than denigrated!



Next we have a picture from **John McGlinchey**, member 963, of the wedding in May 2016 of his son Simon and bride Adrina. The picture and account were sent to Club Historian John Bath, who passed it on, with their consent, for use in the Globe. The wedding was in County Donegal, Ireland. The car is TDC 1753 DLO, and John says the couple, and the car, were much admired.

We can understand that!

Finally, our Technical Officer for TD and TDA models, **Colin Copeutt**, reports on an interesting coincidence. "I was having a discussion the other day with one of my work colleagues who I knew has an interest in classic cars and showed him a picture of my TD, ERP183. He recognised it instantly and said that one of his friends in Poland had used one just like it for his wedding. This prompted him to send me the following message."

"These pictures were taken at my friends Miroslaw and Agata's Wedding in Oleso, Poland (a remote village about 300km south west of Warsaw) in 2008. Both of them live and work in the UK and love British vintage cars. "The tradition in Poland is that nothing should stop the wedding car getting to the wedding, which the locals oblige and gave way. The only slight hiccup was a freight train who couldn't stop in time but did slow down enough to apologise and give his best wishes. The Bride and Groom also arrive at the



altar at the same time and walk down the aisle together, sometimes in leg irons but they seem to have been misplaced on this occasion. 18 courses later, 10 courses being Vodka...

“Anyway the car is a 1953, I think, believed to be a former ambassadors car. If so, at the time it would have been in use the occupants would have had diplomatic status and one of the best ways to be identified about this from the license plate was to drive in a car from your country of origin. It had English plates on the back and the front plate says ‘*Młoda Para*’ which is ‘Wedding Day’.”



Something about this car which will be of interest to Bob Hobbs, whose adventures in the wedding in Saxony follow, is the arrangement of flowers on the bonnet. Bob had described to me how this was also the tradition in Germany, the flowers being affixed by the use of rubber suction-cups available for this specific purpose. Bob, however, felt forced to decline, because in the Renown the bonnet is such a high and prominent feature that he feared that if there were flowers on top, he wouldn't be safely able to see in order to drive the car. Perhaps they don't have the same tradition that all other traffic stops for a wedding car. The flowers in Meissen were therefore restricted to the valance in front of the radiator.

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.

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.*

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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.

Two cars newly on the market deserve your special consideration.

FOR SALE – TDB 4044DL, registration OVT 923, first registered in Stoke-on-Trent in March / April 1951. The car is roadworthy and has been serviced recently. Some work is needed on paintwork and chrome. I find I haven't any longer got the time to do the car justice. I have had great fun with it over the years but it is now time to sell it on to someone else to give it a good home! Car and owner have been in the Club since the eighties. It has had the equivalent of an MOT done while serviced. Offers over £5,000 please.

I also have an extensive range of spares for sale, including: original manuals. Set of doors. Grill. Radiator. Wheels. Tyres and rims. Rear number plate box, incomplete. Heater. Door handles. Steering wheel. Headlamps and side lights. All in various states, and other bits and pieces.

Please contact: Colin Baxter, colinbaxtervet@hotmail.com, phone number 07860 605079. We are in the Cheshire area.

FOR SALE - Triumph Reg NRL 546, commission no TDB 3907 DL, first registered in Cornwall in March 1951. This car was bought in 1999 in Chalfont St Peter, Bucks. It had been in Maidstone before this with a very caring owner, who used it round England and over on the continent according to the history in the many files. I drove it from London to Chagford on Dartmoor, Devon, TQ13 8HF where she has been ever since. Garaged through the winter and out to have fun in the summer. There was a period where she sat unused for 3 years, and the brakes at the end of this time were all taken apart and fully overhauled.

We still take her out in the summer but not so much and we are now going over seas for the foreseeable future, so it is time to pass her on to another custodian. The car is in a good over-all condition and is complete; MoT would not be an issue but is no longer required.

Contact Guy Stanton by email on or phone 07753 981 989. Price £5565.00 or near offer.

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 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. Email; 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.

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.

WHAT'S ON: EVENTS FOR 2017

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.)

Club Annual General Meeting

Sunday 19th March: venue to be decided.

Club Rally 2017

Sunday 11th June, at **Hanbury Hall**, Worcester.

Hanbury Hall is a National Trust property. There will be no cost for entry to the Rally, but entrance to go round the House, if you wish to visit that during the day, is £9.60 – unless you are a National Trust member, as I know many of our club are. Because it's National Trust, the lunches available from their cafeteria are excellent.



Do come if you can – you'll enjoy the day.

As last year, we shall be joined by the Mayflower and Roadster clubs.

We shall be displaying the cars on either side of that lovely drive, making it quite as photogenic a site as last year.

The nominated hotel for those wishing to stay overnight on Saturday and join other members for dinner will be the King's Court Hotel; (<http://www.kingscourthotel.co.uk/>) and as last year we shall be asking you to nominate menu choices in advance. More details and prices will follow in subsequent editions of the *Globe*.

Editor's Warning: the following account contains flashing blue lights and some descriptions which owners of Razoredge cars may find disturbing. It does however have a happy ending. Mostly.

THINK CAREFULLY BEFORE SAYING YES

by Bob

Hobbs Some months ago my son and his German girlfriend decided to get married. No great problem so far; until they asked if I would be prepared to use my Renown as their wedding car. I do not normally “do” weddings but, as it was family, of course I agreed. Now, ‘so what?’ one may think at this stage. However the wedding was to be in Meissen, on the far eastern side of Germany, where the bride’s



family is based. This is a mere 800 miles from our home location. Given that the car toured Europe in the 1950s, when owned by my father, one could argue that it was used to 2000-mile touring trips. However, then, it was only five or six years old and now of course it is 64 years old.

In the way of many car owners, I had ignored a number of minor issues with the car that were fine

for local journeys, but which on our planned trip of nearly 2000 miles could become rather irritating. Thus, in May 2016, I commenced dealing with those issues. The list was quite short at first, but one thing led to another and the enormity of the task became apparent. Each time one problem was ticked off the list it seemed that another two tagged on the end. *[Quite a few members, including myself, will be agreeing at this point that they know the chorus to this song, all too well. – Ed.]*

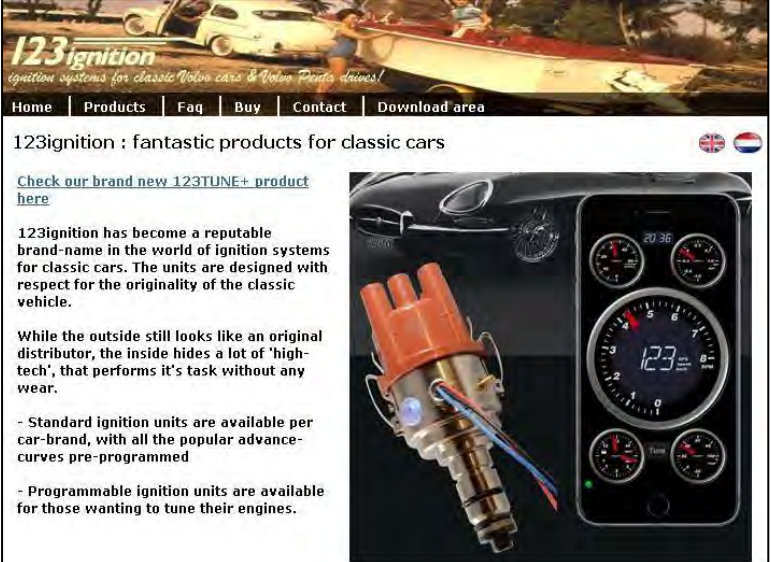
Ultimately every joint in the steering system was replaced along with the steering box, in an effort to get rid of the play in the steering. Whilst refitting the radiator I observed that the hoses all needed replacement; easily done of course. As the bearings in the water pump were becoming noisy it was expedient to replace the pump whilst the radiator was out. Also easy to do but yet more expense!

Shortly after this activity was completed the engine became very rough on tick-over and not too good even at higher speeds. Removing the spark plug leads from either or both number 3 or 4 cylinders made no difference at idling speeds. Valve clearances were checked, compression measured and all the usual fault finding activities that one might apply. Nothing seemed to make any difference, but a clue presented itself when an exhaust gas analyser was used. It would not give a sensible reading at all. Ultimately it was determined that there was a massive air leak in the rear of the inlet manifold. This was as a result of the hot spot chamber burning through and allowing exhaust gases to be driven into the rear branch of the inlet manifold. Easy to deal with, but cylinder head removal was needed to enable removal of the manifolds, though it is possible to do with more awkward techniques. Had I known that this would happen, the job would have been really easy whilst the steering box was removed, but that activity was now in the history book.

Whilst the head was off, I checked all the valve stems and their guides. These were worn beyond the specified tolerances so new valves and guides were fitted. Unfortunately the temperature gauge sensor had refused to come out of the thermostat housing. I tried to ensure that it was not damaged during the head removal and replacement work. Once the engine was back together it soon became obvious that

my efforts had been in vain and a new temperature gauge was needed. Once again the radio and internal trim had to be removed – all having been out when the steering box was replaced of course!

Unfortunately the engine was still rather erratic in low speed running with quite a few misfires at speed. Further investigation proved that this was as a result of wear on the pivot points of the advance weights within the distributor. This was shown up when using a timing strobe light that indicated that the spark timing was “all over the place”. A quick trial of a fully reconditioned dizzy showed that this was indeed the cause. I had for some time been contemplating fitting a fully electronic unit that one can programme to have exactly the advance curve that the engine needs for whatever fuel is normally used. Dirk Devogeleer has also fitted one of these and was happy with it. I shovelled some money out from under the mattress and bought a 123Tune distributor. It solved lots of issues with the engine’s behaviour, but that can be discussed another time.



123ignition : fantastic products for classic cars

[Check our brand new 123TUNE+ product here](#)

123ignition has become a reputable brand-name in the world of ignition systems for classic cars. The units are designed with respect for the originality of the classic vehicle.

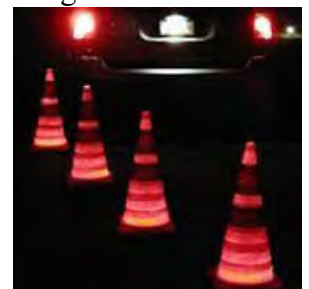
While the outside still looks like an original distributor, the inside hides a lot of 'high-tech', that performs it's task without any wear.

- Standard ignition units are available per car-brand, with all the popular advance-curves pre-programmed
- Programmable ignition units are available for those wanting to tune their engines.

Note – this is not an endorsement of any particular product, but simply the sharing of one member’s experience.

During the repeated runs to sort the various problems I was becoming aware of some significant oil loss from the front of the rear axle. This axle was one that had been fitted several years ago and was supposed to have been fully reconditioned. The pinion oil seal had now failed. No great problem and Chris Hewitt soon sent me a new seal. The propeller flange on the rear axle is held by a large nut done up to a very significant torque. I set to with the removal of this nut once the propeller shaft and split pin were removed. Instead of the nut being super tight I was able to undo it just using bare fingers. This did not bode well. I fitted the new seal but on tightening the nut soon found that once any appreciable torque was applied it locked the axle solid. Clearly the axle restorers had not set up the shims inside to get the correct preload on the bearings. Even with a modest torque applied the axle was stiff and started to whine when it was warmed up. This is a sure indication that the mesh of the internal gears is not correct and that can lead to premature wear or failure of the gear teeth.

Apart from this faint whine I was beginning to think that the car was nearly ready for its trip. I took it one evening to a meeting of a model engineering club to which I belong. On the way home at around 9pm, I joined the A419, a very busy unlit dual carriageway, and headed for home. After a few moments the engine lost power several times but then randomly picked up again. I crept to a layby and by then the engine had stopped altogether. After a few minutes it was happy to run again so after waiting for a large gap in the nearly constant flow of large and very fast lorries, I pulled out. After around 200 yards the engine cut altogether and there was not enough speed to get onto the grass verge. A quick glance in the mirror showed that the lorries behind were closing on me rapidly. My only option was first gear and the starter motor to try to get at least some of the car off the road up the curb and onto the grass verge. Alas, about 2 feet of car was still blocking the carriageway. I made a very rapid exit from the car as I



expected to be rammed from behind at any moment. A quick 999 call to the police resulted in the arrival of three police cars and a Highways Traffic Officer vehicle.

If YOU break down – do you have a warning triangle?

The police set up a 200 yard road block of the lane behind my Renown with lots of blue flashing lights, cones and concerns about the risk of a major crash.

The Highways Officers decided to tow the car a mile or so to the next roundabout where they could leave me under a handy street lamp on a slip road that had had one of the lanes blanked off. One of the police cars remained until the breakdown truck arrived. I must applaud the police concerned for their humour and prompt attendance. When the breakdown recovery man arrived he told me that he knew all about classic car engines. When asked, I tried to start the engine which of course sprang into happy song with just the odd miss-fire. The knowledgeable man decided that this was definitely an electrical problem and wanted to inspect the distributor's contact breaker. He found it hard to believe that the dizzy was totally electronic and has no points. He then looked all around the engine bay and decided that as there were no fuel leaks it was definitely not a fuel problem. It was determined that recovery of the car to my home was required. Once there, without any fuss, the engine started again and I was able to put the car back in the garage. There now followed two weeks of investigation as to what went wrong. Eventually the problem was shown to be debris in the fuel tank randomly blocking the feed pipe. During this period, on the multitude of short test drives, I became aware of deep rumblings from within the engine – big end and/or main bearing failure was the most likely cause. Given that the oil pressure was dropping very low on tick-over it was clear that all was not well “down there”.

By now the axle whine had become much more intrusive. Chris Hewitt had in a stock a brand new rear axle, albeit at a rather large price. I took the modern car to get this axle. Minor issues such as the axle needing a full set of oil seals were soon dealt with on my return home. In the course of conversation with Chris I mentioned the noises in the engine. Chris had a spare engine of his own that had been partially reconditioned and he offered it to me for what it had cost him. I returned with a large trailer to collect the engine and a load of other spares that we had been planning to move to the TROC spares.

When I had restored my Renown I found that the original petrol tank was holed and corroded inside. I made a replacement in stainless steel but had never been entirely happy with it. This was because the usable volume of fuel was not enough. A friend runs a local engineering company and he undertook to make a new tank in stainless steel. Most importantly it would be much deeper than the original. Whilst fitting the replacement rear axle I fitted the new fuel tank and now have a usable 19 gallons giving a range of 450 miles, somewhat better than the original tank had given. Compared with my stainless steel tank the new one is a work of art. Sometimes it is perhaps better to get a professional welder to apply their skills! I now turned my attention to the engine situation. On inspecting the “reconditioned” engine it soon became apparent that it was in need of new parts here there and everywhere. By now I had only a few days left before we were due to start our trip. There was not time to get the “new” engine ready, transplant it, run it in and then, if all was not well, transplant the old one back in. Panic was not a word that I would have used but something rather stronger! Clearly it was far too late to do an engine build and swap so I had to make do with new big end bearings and a new oil pump on the installed engine. There were still some heavy thuds on tick-over from deep within, but the oil pressure was good so I decided to leave it alone but treat it with care on the journey.

There were many more repairs, adjustments and checks than I have mentioned above. All together I had parted with around £2500 to sort the “few” minor issues plus many hours of labour and frustration. We set off for Folkestone and the Channel Tunnel with a certain amount of trepidation. This was not only for the car but also in the last few days before the trip I had developed two rather large abscesses

above two teeth. As a result I had to have a tooth removed and another tooth root canal filled. I was prescribed an anti-biotic that totally precludes any alcoholic consumption. Really great for going to one's son's wedding celebrations! On the journey we were followed by some friends in a modern car that was loaded with tools and "might be useful" spares. During the period that my father used to tour in Europe he always hired the Standard Triumph box of emergency spares that they offered. The car did have issues on those trips but never was the box of spares of any use. I hoped that my selection - bearing shells, head gasket and similar items - might be more appropriate. Once we were off the train we started through France and Belgium heading for our first overnight stop a mere 350 miles away. After no more than 50 miles the engine started faltering intermittently and then real despair did set in. It was far too early in the trip to encounter trouble. On peering wisely under the bonnet nothing appeared to be wrong so we continued our journey with occasional misfiring. Then, when around 3 miles from our overnight stay location, the engine started to cut out at every road junction or downhill slope. I decided to investigate the beast in the morning as it had been raining for the whole 350 miles and I was somewhat fed up with life, the universe, the car and everything. The following morning saw me stripping the carburettor down and cleaning all the jets. There was some evidence of dirt in the float chamber and I suspect that the main jet had been partially blocked. Having put everything back together the car now behaved perfectly and looked set to get us the rest of the way with no trouble - or did it?

Two miles short of our destination the overdrive stopped working. However, I determined not to worry, yet. It was only a few miles from the brides' parent's house to the wedding venue, a rather splendid castle in Meissen and the day's journeys could be completed without the overdrive being available. Wedding day duties were accomplished without trauma which was a blessing. Prior to the wedding, our son's fiancée had been contacted by a German television film crew. They were making a documentary film about the history of Meissen and the castle. On learning that during their filming activity there was a wedding due to take place and that half the attendees would be English and also that the wedding car was going to be a classic ("Old Timer" to the Germans) English car, they requested permission to film the whole event. In due course the documentary, complete with the wedding activities, was screened on German television. Even the car made it to the television screens.

From the German documentary: the "Old Timer" arrives.

On the morning after the wedding one of my sons helped with the repairs needed to the overdrive. The front seat was removed along with carpets, transmission tunnel and floorboards. The oil level in the gearbox was low due to a leak that had developed since leaving home. I had brought some of the correct oil with us but even when topped up the overdrive still refused to play. Fortunately one of the random, or was that "inspired choice" of spares that were in the box of parts that our friends had brought was a brand new overdrive solenoid, the essential bit to engage the higher gear. This was fitted and all now worked correctly.



We returned home via Koblenz, Trier and Bruges giving a grand total of 1800 miles. The fuel consumption for the trip was 27.3 mpg with a cruising speed of 55 to 60 mph all the way, except up some hills! One cannot blame the car for the dirty fuel that caused the first problem on the autobahn. The overdrive solenoid failed because the internal cut-out switch had broken. I had repaired this some years ago but now the silver contact button had become detached from the switch blade. The engine noises are now much more pronounced but for short runs are not much of an issue. The trip was successful for the wedding work, but the effort to sort the issues, many of which I have not listed, together with the cost was something that far exceeded what I had anticipated.

Now, only one thing remains as a result of the trip. A neighbour of the bride's parents had very kindly cleared a garage for me to use whilst we were staying. On the day before the wedding my wife and I washed and polished the Triumph. It now looked very smart. After this, the next task was to dress it with ribbons and flowers. I wanted to have the car the other way around in the garage. The unfortunate thing was that there was nowhere to turn the car except by reversing into the rather busy road. This had to be done quickly. Sadly, at the moment that I reversed rapidly out of the gateway, the right hand gate post decided to transplant itself far to the left of where it had obviously been resting for some years... A whopping great dent is now in the rear bumper bar as a result of trying to persuade that gatepost to move back to where it should have been.

Bob Hobbs

What a marathon! We congratulate Bob on his perseverance in the face of interminable odds; and most importantly, we send the best wishes of all TROC members to Romy and Andrew Hobbs, and to Agata and Mirosław, and Adrina and Simon, the brides and grooms in the weddings mentioned previously. May all their wedded lives be long and happy.

If you're interested, you can find the documentary "Unterwegs in Sachsen" (Travels in Saxony) here: http://www.mdr.de/mediathek/fernsehen/sendung693494_jpgctx-false_zc-171a0f60_zs-1638fa4e.html It's all in German, but quite watchable even so. The wedding comes at about 24 minutes into the program.

TECHNICAL DEVELOPMENTS DURING THE TDB/TDC YEARS

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. This table of detailed

developments was printed in a recent Globe, but will also shortly be added to the information available on the Club website (www.TROCltd.com) so that it can be consulted as required by members and other enthusiasts.

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.

Two items which will be of passing interest, from the Facebook page of the FBHVC: firstly some more classic bus sightings, to further whet the appetites of those who enjoyed Pat Saunders' collection on our back cover: London Transport recently unearthed some 'goldie oldies' to support a replacement bus service on the Piccadilly line.

Secondly, the image below is of a very historic Triumph indeed, exhibited by Moss Europe, which has just completed restoration. This TR2 was used in a publicity stunt, being officially recorded at 124mph on the Belgian highway at Jabbeke in 1953. This was at a time when sixty was a very fast speed, rarely attained by the ordinary motorist – indeed, many cars, like the first Morris Minor, wouldn't reach sixty even if you could find a long enough straight stretch, in those pre-motorway days. 124 mph meant it would come past the motorist doing sixty as if he were stationary; an idea which both seized and shocked the imagination. When Jaguar repeated the trick in 1961 on the M1 whilst testing the new e-type at nearly 150 mph, and Jack

This is West London just now. Rail replacement buses are assisting the Piccadilly Line. In addition to a few dozen modern buses there are a couple of routemasters and an MCW Metrobus. Some fans of classic vehicles will have an enjoyable journey home. The route is Acton Town to Rayners Lane.



Sears did 185 in an AC Cobra, it was only a matter of time before the national speed limit would be legislated.



which would have been a logical name for a Standard, following on from the Ensign and others, was badged as a Triumph; and shortly afterwards the name Standard, instead, was retired. Without this TR2, our Renowns would probably have been the last cars to carry the Triumph name.

The significance of the TR2's achievement was that it saved the name of Triumph for the future. In 1953 sales of the TDC Renown were falling away, and the planned Triumph Renown Mark III was renamed as the Standard Sportsman just before its launch: they were giving up on the Triumph name. After the TR series took off, however, the trend was reversed: the Herald,



