



THE GLOBE

VOL 42

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Proud Razoredge Owners with their new cars

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 Owner's Club Members,**

I need to clarify two things in relation to our current exploration of the use of on-line electronic distribution of the GLOBE, in addition to the traditional postal paper copy. Firstly, we shall continue to post a paper copy to all those who have paid the full membership fee for this year, up until renewal time in May; the email copies are just so that you can decide whether the email route is acceptable for you. If so, when the membership renewal comes up, you can decide to opt for saving money for yourself and the club, by switching to email-only Globes. Remember, this is still full membership, and entitles you to the same full access to our spares and technical support as for any other member. Should you change your mind subsequently you would be able to revert to the paper version, on payment of the additional part of the membership fee.

Secondly, I have been quoting £17 as the cost of email membership – which is correct at the moment, but all membership fees are due to be reviewed at the AGM which takes place in March and it might be that there will be changes. Details and the agenda for the AGM are overleaf, on page 113, and all members are welcome to attend, or to express their views or concerns to the Chairman or to any committee member before the meeting.

If you have NOT been receiving sample electronic copies of the GLOBE by email, that's because I don't have a working email address for you. If you email to editor@trocltd.com then I shall be able to add you to our list. We would like to have an email address for all our members where possible, if you are internet and email users. We accept that not everyone is in this category, and we shall always continue to provide for those whose life-style choice prefers post and real paper.

Also in this issue you will find some technical considerations on heavy steering, and how to check and replace the brake-light switch; a fingers-crossed glance at the possibility of snow this winter; an evaluation of the birth of our car in the context of other cars being designed and built at the same time; and a proposal to sweep you off into the far distance, visiting Europe.

Finally, we are saddened to learn of the sudden illness and death of Dr George (Keith) Chapman, of the Isle of Wight, who had been a member of TROC for over ten years. Our sympathy is extended to his wife Julia.

Editor

We welcome new members, or welcome back:

1036 David Spencer

1202 (Details withheld)

1203 Julian Elder, of Hamilton, New Zealand, with TDB 3845 DL.

1204 John McVicker, of Bury St Emunds, with TDC 2334 DL, 298 BMF

1205 Andrew Duff, of Olton, Leeds, who owns 280 YUF, a TDC.

Our cover pictures for this issue:

Front – Member David Wickens has accumulated a fine collection of postcards and period photographs of Razoredges. See page 113 for details.

Rear – Can you name these three exact contemporaries of our Razoredge? Answers on page 130.

**TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED
Reg No. 2886923**

FORTY-FIRST ANNUAL GENERAL MEETING

SUNDAY MARCH 19th 2017 at 10:30

To be held at the **COVENTRY TRANSPORT MUSEUM**, in the Bettmann Suite, commencing at 10:30am, when coffee will be available. We hope to complete the formal business by lunchtime, leaving members the rest of the day to look over the museum.

AGENDA

- 1 Chairman's welcome and address
- 2 Secretary's report, including Minutes of the last AGM and matters arising
- 3 Magazine Editor's report
- 4 Membership Secretary's report
- 5 Spares Secretaries' reports and adoption of the spares account
- 6 Treasurer's report and adoption of income and expenditure account
- 7 Membership fees
- 8 Historian's report
- 9 Election of Committee Members for the term April 2016 to March 2017
- 10 Date and venue of the next Annual General Meeting (to be advised by the Globe magazine)
- 11 Any Other Business

PROUD OWNERS OF NEW CARS: PERIOD PHOTOGRAPHS FROM THE 50s

David Wickens is one of the 1975 founder-members of TROC who was for many years on the Committee as membership secretary, and who is still active in his Razoredge – though as he freely admits, less active than he used to be, due to the steady march of time. His TDB, RPC 144, has often featured in Globe articles and events, and he once appeared with the car in East Enders – more about that in a future edition, perhaps.

Over the years it has been his custom to browse through the collections of old postcards and photographs which can often be found at boot fairs and in antique shops and second-hand bookshops, seeking out any images containing Razoredges, or his other cars of choice, Vanguard and Roadster.



From his collection he has provided us with the images shown on the front cover. They are a proud group, as you would expect for a car whose appearance and style is an important part of its appeal. All these images date from 1946-54, and one cannot help wondering what became of these cars, and these people.

No more is known of them than you see here; nor have we been able to trace any further information about any of the cars. Where number plates are visible, they are not cars known to the Club.



We presume that 'Sydney, August 1949' refers to Sydney Australia, but there is no way to check. Similarly, the redoubtable lady standing in front of a large Tudor house, the hatted gent resting his arm on the TDB door in such a proprietary way – all are lost in the mists of time.



If any reader is able to add information about these images, of course, we shall be delighted to hear from you. It is not impossible; a Rolls-Royce Phantom was owned by the same driver from new in 1928 until his death in 2005 aged 102, a span of 77 years. The car was built by Rolls-Royce at a manufacturing plant they opened at Springfield Massachusetts, and it was presented to 25-year-old M Allen Swift by his father. It is now in a museum in Springfield. That's an amazingly long time, but there must be other examples of long-term car ownership, and a Razoredge is the sort of car you might cherish in that way.

It is therefore just possible that someone buying a Razoredge from new in the late forties or early fifties could still be driving it today. We know of some cars in the club which are still in the ownership of the same family from new, but it would be very good to establish our own club record for longest continuous personal ownership. We have several known contenders; who else?

It is more likely that the young princesses seen below are still with us, of course. Does any member know of Cinderella and her Fairy, or Little Bo Peep, from a 1950s fancy-dress parade? I doubt they will remember that the parade passed a Razoredge. It appears to be a seafront setting, judging by the string of illuminations overhead and the lack of buildings behind.

The very young ladies of the parade would now be aged around 65-75...



Images provided by David Wickens

FINDING OUR CARS

Tom Robinson, a founder member of TROC and editor of the Globe for the first 37 years of its existence, recounts how he first came across his car in the years before the club existed.

“About two miles from where I live, I discovered the unfortunate car in this photo in a scrap



metal and car-breaker’s yard. It was when I was looking at this relic that I found SHN 928 being kept under cover.

It was owned by the scrap man and for sale at £300, which was way beyond my price bracket with a young family to support. However, sometime later this car was bought by Stewart Langton and he owns it to this day.

Nevertheless, in a way, the maroon TDB in the picture caused me to start looking around; and eventually to buy

STJ 782 from Preston; and so the germ of an idea of a club was born – with subsequent support from others. So maybe MTT was the progenitor for the RE following?

Regards, Tom.”

We know nothing more of the fate of MTT 87, an early TDB first registered in Devon, nor how it came to be in this condition in the north-east when it inspired Tom to start his own search for an affordable Razoredge. Stewart Langton’s TDC, which Tom mentions above, was seen in the December Globe winning the Over 50 Trophy at the Three Counties show in Dorset last year and remains one of the best-preserved Razoredges on the road.



TDC 2576 DL, STJ 782, which Tom Robinson finally purchased and still owns in the Club.

1950 TRIUMPH RENOWN
2088 c.c. Engine
renovated from scrap condition

Meanwhile other cars in the Club have been rescued from conditions similar to poor old MTT in the picture above. The report on the left was part of the paperwork given to Clive Lungmuss in 1976 when he acquired his car. It had had a very chequered history, as he explains.

“I purchased it in Doncaster in 1976 and at the time it was red. The asking price was £125 and I offered £100. I am fairly sure the wife of the seller wanted to see the back of ERV 866 as it was sitting in the front garden, so she took her husband into the kitchen.

“In less than a minute he returned and agreed my offer. Mrs seller then helped load all the boxes and packages into the car. The

interior apart from the seats had been removed and was in boxes or sacks. I am sure the carpeting was in sacks, as for some years afterwards, before I could get the interior restored, we sat on the sacks to stop the springs penetrating our underside!

“My friends drove ERV back to Tamworth on trade plates and I am sure the spare engine was in the boot and the spare gearbox on the back seat. The first owner was in Lingfield; the next owner was in Cophorne, East Sussex. It then had two owners in Hull, and an owner in Hessle, followed by three owners in Doncaster before I finally became the owner and took it home to Lichfield, where it has been ever since.

“The original colour was Metallic grey, then it was black, when I purchased it was regal red (according to the log book) and I painted it dark blue. The photo ‘renovated from scrap’ was given to me by the last owner in Doncaster but when I got ERV it was in fairly poor condition, not helped by being stored outside at my house for 6 years!

“Thanks for the photo and revival of an old memory. Clive Lungmuss”



TDB 233 DL, ERV 866, resplendent in its present excellent condition .



Tomas Malan and family in the Czech Republic this January, where they have been experiencing a colder winter than ours. We shall be exploring Tomas’s restoration of this car in the April Globe. On the following pages we explore more winter weather.

WINTER WEATHER IN A RAZOREDGE

Most of us, I suspect, would much rather keep our cherished and cosseted classic car safely in the garage during snowy weather; but I have driven mine in snow, and as cars go for snow and ice handling – they're not bad. In the October Globe, in fact, we reprinted a report from 1952 when a couple of Autocar reporters covered the Monte Carlo Rally in a Razoredge in a year badly affected by snow, and gave it a glowing write-up.

1952 however was not a bad year for snow in the UK; our worst memorable winters were 1963 and 1947. In 1963 I was mid-way through secondary school, of an age to enjoy strong weather, and I remember my delight when it started snowing on Boxing Day, hoping that the snow would still be there when we went back to school; and in fact it was still there when we broke up for the start of the Easter holiday. The secret if you want real road chaos is not so much the amount of snowfall, as whether the temperature is low enough and the wind strong enough to cause drifting. Then, as can be seen in the picture below from the 1947 winter, there might be only a few inches on the fields and flat surfaces; but in the lee of any banks or buildings the drifts will create beautiful sculpted curves and cliffs, lovely to look at – but damned hard work to get through.



I don't think the car is a Razoredge – but it doesn't really matter, he's not going anywhere for a while.

The best car I ever had for snow driving was a 1976 Citroen Ami – the larger of the two engine sizes, 605cc rather than the 405cc borrowed from the 2cv 'tin snail'. It was a lightly-built car with large, thin wheels, good ground clearance, and the suspension was so soft that the driver getting out resulted in the body of the car rising and inch or two, so that if it ever did get bogged down you could get out and



simply push it straight back in its own tracks. I imagine the 2cv and the Dyane behaved in the same way. If any readers reckon they know of a better snow car, do please let us have your views. Probably the worst in snow is the three-wheeler Reliant; as other cars cleared a pair of tracks on the left and right, you are stuck with a wheel in the lumpy centre, and rear-wheel drive with no weight for traction whilst the engine sat all its weight on that front pin. Fun to drive, though.

British drivers are of course notoriously ill-prepared and inexperienced at driving in snow; we have so little practice at it. The pictures show two Kentish scenes: this is Crockham Hill in 1968, as drivers struggle

to mount a moderate incline; and on the right the hill towards Dover, out of Folkestone, which is even less of a challenge.



In Aberdeen they have more experience of coping with winter. That is a Razoredge

coming towards us, right of the centre of the picture, in the early fifties.



In some places, of course, they get it far worse: above is a scene from Canada.



On the left: a Razoredge in use in the snow – member Lloyd Evans’ TDB 3372 in 2009.

Let’s hope this winter has no nasty sting in the tail, and we are now moving hopefully into spring.

IS THE STEERING GETTING HEAVIER OR AM I GETTING WEAKER?

By Bob Hobbs

Recently we received a query concerning the heavy steering on one of the later series of Razoredge. The following article is based on the reply to that query and may be of interest to others with the same thoughts.

The Renown can be a beast to steer. These cars were never light in that respect and one will note that the steering wheel is of remarkably large diameter to try to make them a bit better. There are several mechanical reasons why the car could have become a beast.

The other possibility to consider is that the car is the same as it always was and that the driver is perhaps not quite as sprightly or strong as they used to be. Regular arm strengthening exercises might help. This can be done "in situ" by adopting a policy of driving the "Beast" more often!



Perhaps not quite that much...

Another point worth remembering is that these days we have become accustomed to modern power-steering. There are rumours that some drivers even just use one finger hooked over the steering wheel to drive as the steering is so light. Sadly this habit contravenes any safe driving advice and in the event of an emergency could result in loss of control. The Highway Code in the 1950s advocated a ten-to-two or a quarter-to-three grip on the steering wheel. There was a reason for this; the driver should be using both hands on the steering wheel. Considering that we are discussing the driving of a car from the late 1940s to early 1950s perhaps this remains good advice. If, especially at low speeds, one consciously tries using both hands at the same time, pushing up / pulling down, one may well find that the problem is relieved somewhat, or even solved.

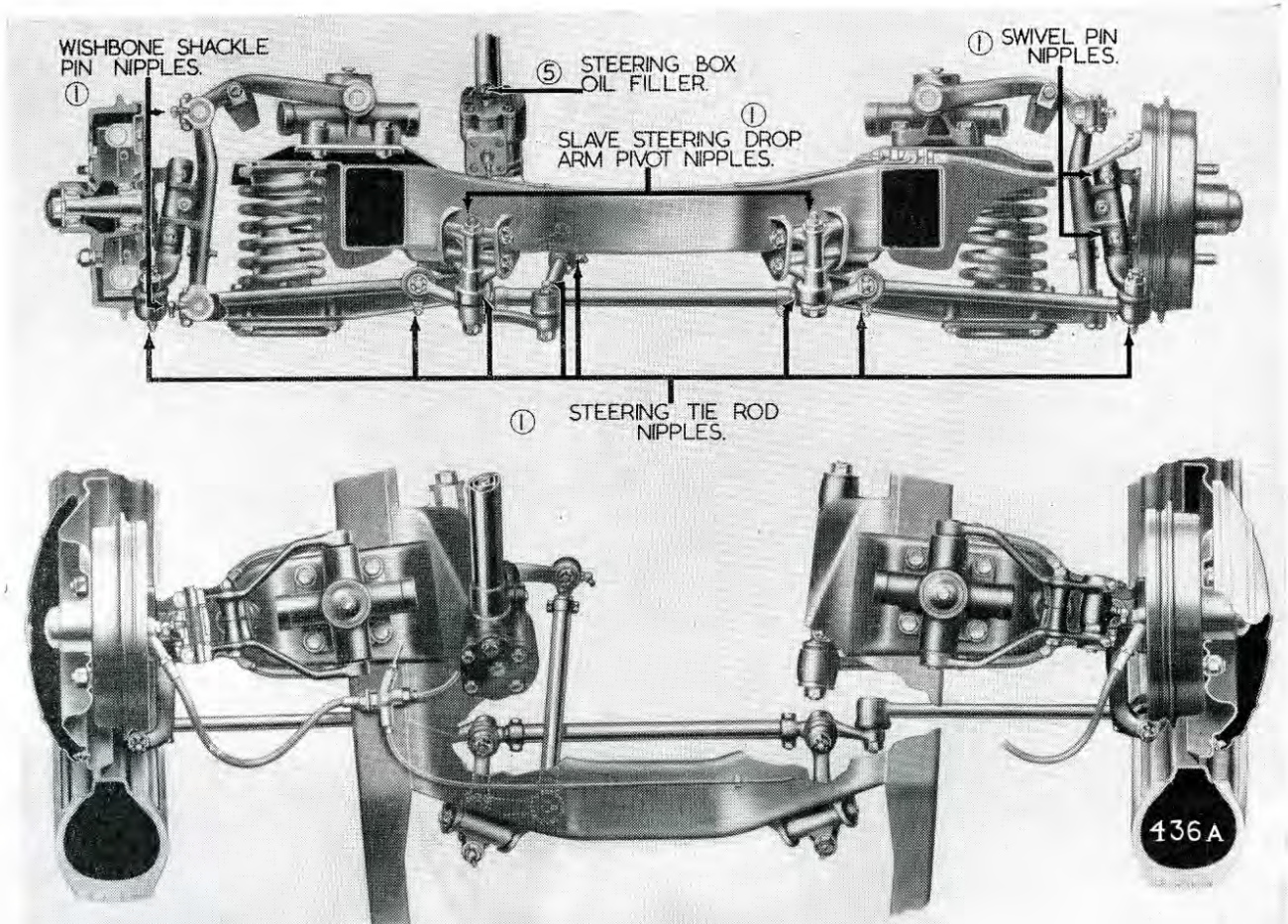
It has been suggested by some that either conversion to rack and pinion steering or fitting some form of "electric power assist" system might improve matters. We know of members that have tried one of these modifications to the steering in an attempt to make the cars lighter to drive. As far as is known, in every instance the cars have been returned to their original state because of the problems involved.

If the steering has become heavier or stiffer than it used to be, the most likely cause is lack of the correct type of grease in the kingpin (swivel pin) bushes. They should be greased every 1000 miles with a high pressure lever grease gun to ensure that the grease gets where it should. This should be done with the front of the car raised such that the front wheels are clear of the ground. This allows the grease to pass between the load bearing faces of the bronze washers that carry the weight and thus ensure correct lubrication. The same applies to the other ball joints and the two rotating idler brackets in the steering. The steering box itself must be filled with hypoy gear oil of SAE90 viscosity, the same as in the rear axle. If the wrong oil is used it can make it more difficult to turn the wheel under load and worse, lead to the destruction of the steering box. Grease must never be used in the steering box.

Another major factor is the type of tyres fitted and the pressures to which they are inflated. The original tyres were cross ply and 5.75 x 16 inch in size. These are no longer available and the usual cross ply replacement is 6.00 x 16. Either size should be inflated to 24 psi on the front and 28 psi on the rear. Too low a pressure of course is not only bad for the tyre but also makes the steering heavier. If radial tyres are fitted, the correct size is 175R80 x 16. These make the car much more stable on the open road with fewer tendencies to wander and follow ruts made by trucks. The disadvantage is that at slow speed they make the steering heavier. If fitted, the pressures have to be higher than in the original cross ply tyres. I have them on my own Renown and use 30 psi in the front and 35 in the rear ones. If changing to radial

ply tyres is done it is much safer to fit them to all wheels. Cross ply and radial tyres must NEVER be mixed on the same "axle". It is dangerous and against the law. I know of members who have fitted radial ply tyres all round but kept an old cross ply tyre as a spare because it fits in the boot lid and they say that they would just use it to get home. IT IS AGAINST THE LAW and you might kill someone.

One thing that I must point out however is that the Club can only advise that the cars should be maintained in accordance with Standard Triumph's original manuals and specifications and that any modification to any safety critical part of the car could lead to failure and a possibly fatal accident.



Note. Some cars will have had fitted outer tie rods that have sealed for life bushes at the ends. These cannot be lubricated with a standard grease gun. The numbers, 1 or 5, on the above diagram are the mileages in thousands for lubrication attention.

NUMBER PLATE PROBLEM

“Mr Inverness Watts had better be content with plain English numerals in place of the Roman numerals which have led to his appearance at the Hailsham Petty Sessions. On his Vehicle Identification Plate he used the figures CCXXXIII in place of the regulation number 233. It was made clear by the Local Government Board that the figures were to be such as could be plainly seen and read by a policeman. The adoption of Roman numerals was certainly contrary to the Act.”

The Motor Car Journal, 12/03/1904

TECHNICAL SPOT: THE BRAKE LIGHTS SWITCH

The switch for the brake lights is in the hydraulic circuit of the brakes. Its original location as the cars left the factory is on the left hand side of the engine bay deep down at the front. The easy way to be guided to it is to look underneath the car just in front of the left hand front wheel. You will see the

flexible brake hose that goes from the wheel to the chassis. At the chassis end the hose is anchored in a bracket on the top of the chassis. At this point, now inside the engine bay, there is a steel pipe that comes from the brake master cylinder that is on the right hand side of the car. At the point where the steel pipe meets the flexible pipe there is a junction piece. The brake switch screws into this junction piece. It is not the easiest location to work on!



Before deciding to replace the switch it is worth verifying that this is where the fault lies. If one cleans the heads of the screws that hold the wires then with the ignition

turned on, touch a short length of wire or any metal object between the two heads taking care not to contact the chassis at the same time. Have somebody check that the brake lights come on whilst doing this. If they do then the switch is faulty. If not, then the problem lies elsewhere in the wiring or the bulbs.

To replace the brake switch, if it proves necessary, one must first ensure that the area around it is really clean and free from any dust, mud or other debris that could get into the hydraulic system. The two wires to the switch are held in place by screw terminals. If the switch is living up to their usual reputation these screws could be difficult to undo. If it proves impossible to undo the screws there may be enough length available to allow one to cut the wires close to the switch and then remove a short length of the insulation before fixing the ends in the new switch once that has been fitted.

Because the brake light switch is in the hydraulic system it is **ESSENTIAL** that the brakes are bled after fitting the new switch. With luck one will find that it is only the front right hand wheel brake cylinders that will need to be bled if nobody has modified the brake system from the original. Many of the cars in the Club have had a brake servo fitted, often on the left hand side at the rear of the engine bay. If this is the case the chances are that the whole of the front brake circuit will have been reorganised and then one could have to bleed the whole system. However, if this has not been done for some time then it is worth doing anyway as the fluid should be changed every two to three years in order to ensure that it has not absorbed any moisture; it is hygroscopic and any moisture will lead to corrosion in the master cylinder, pipes and wheel cylinders.

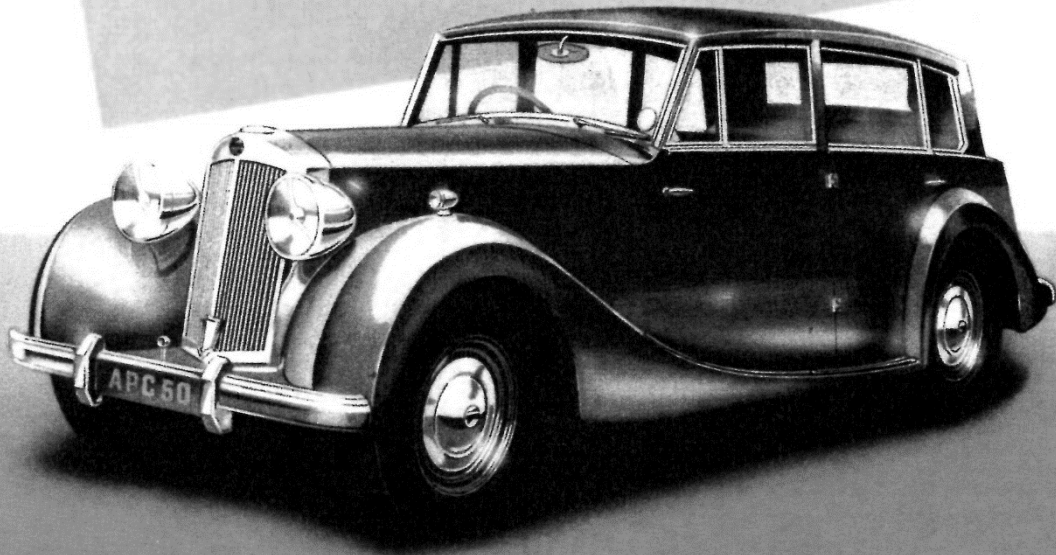
I do hold the switches in the Club's spares stock and thus if you find that it is the switch that is faulty then give me a call or email. They are £10.00 plus post and packing, usually £3.50. I hope that the above will help sort the problem. If you have any technical queries about the car please contact me.

Bob Hobbs

The Motor

May 3, 1950.

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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.)

Autojumbles coming soon:
(For those in search of parts not available from the Club, or who just enjoy a good rummage)

Huddersfield Autojumble – 5th Feb – Brook Street
 Footman James Great Western Autojumble – 11th-12th Feb, Royal Bath & West Showground, Shepton Mallet
 Carol Nash MG and Triumph Spares Day – 19th Feb, Stoneleigh Park
 Newark Autojumble – 26th Feb, Newark and Notts Showground; and again on 2nd April.

Saturday 18th February

The Vintage Sports Car Club **Pomeroy meeting** at Silverstone. See classic sports cars compete in tests of speed, driver control and ~~manoeuvring~~ ~~maneuvrng~~ ~~manou~~ driving about.

4th - 5th March

If you enjoyed the classic sports cars on the track at Silverstone, see them at Ashover in Derbyshire – trials on the Saturday and a road run on Sunday.

Sunday 19th March

TROC AGM, at Coventry Motor Museum; 10:30 start (10:00 for coffee.) All members are welcome. See the Agenda on page 113 above.

25th – 26th March

Manchester Spring Transport Festival: mostly buses, in which many club members take an interest. Buses, books, and historical memorabilia.

Sunday 26th March

Are you a rallying fan? As in spraying gravel and howling engines? The **North Yorkshire Classic Rally** gives the highly-tuned rally cars from the sixties and seventies a chance to show off. Around York, and then out into the magnificent moors and dales; a total of 147 miles to be covered, so you'll be able to find some good vantage points. It's all a bit frantic, and will make you appreciate the grace and style of your Razoredge all the more.

31st March – 2nd April

The Practical Classics Restoration Show, at the NEC, Birmingham. A huge event with hundreds of things to see, try, and learn from. Celebs, expertise, demonstrations.

Are the events you'll be attending this year mentioned here?

We would like to provide a chance for Club Members to meet up with others, especially in those regions which are distant from the Club's annual Rally featured opposite. If YOU are planning on going to a rally, classic meeting, or event, please email or write to the Editor, and we'll give it a mention in this column. It doesn't commit you to anything – if in the end you don't make it, there's no harm done – but Razoredges are thin on the ground these days, and it's good to see a couple together!

Saturday 1st April



Possible Razoredge present

Kent Heritage Transport Show, Kent County Showground, Detling. Buses, cars, tractors and other items of interest, with all the usual side-shows and attractions.

Sunday 23rd April 2017

DRIVE-IT DAY 2017: many many events or just go for a gentle trundle and enjoy the smiles and waving! Try to send us a picture.

Club Rally 2017



Definitely Razoredges present!

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

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

Sunday 11th June, at Hanbury Hall, Worcester, WR9 7EA .

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.

We shall be displaying the cars on either side of the 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, at Alcester in Warwickshire. Phone 01789 763 111 for bookings, and say that you are with the Triumph car clubs. (<http://www.kingscourthotel.co.uk/>) As last year we shall be asking you to nominate menu choices in advance. More details and prices will follow in a special feature in the April edition of the *Globe*.

22nd – 23rd July



Possible Razoredge present

Leyburn 1940s Weekend, Yorkshire. You don't have to dress up unless you want to – driving a Razoredge is participation enough. There's a lot to see and enjoy. Two club members were present last year.



Sunday 3rd September



Possible Razoredge present

Highcliffe Castle, Dorset – BH23 4LE, 3 Counties Car Club classic rally. A lovely setting. Two members visited here last year.

Saturday 7th October



Possible Razoredge present

MORGES BRITISH CARS MEETING 2017, SWITZERLAND.

The featured car at Morges this year is Jaguar, which celebrates 95 years as a company this year, although under a different name before the war. (They started off as SS cars, believed to have its origins in Swallow Sidecars. However, calling a car 'SS' ceased to be a viable name after 1939.)

All British classics are welcome, however, and there's no charge to enter or for visitors, due to generous sponsorship from the municipality and local businesses.

Overleaf, we indulge in some speculation about the possibility of a TROC venture to the continent, in 2017 or some subsequent year when we've had time to think further about it.

If you're expecting to be at any particular favourite event this summer – why not let the editor know, and we can mention the event here so that others can join in if they wish? No obligation!

CONTINENTAL CONSIDERATIONS



Jacques Farber's TD 904 with two Roadsters at Morges in October 2016

The Morges meeting is known to be a very convivial gathering in a splendid setting, on the quayside of Lake Geneva and around the castle seen above. The picture below gives some idea, and the lake can just be seen behind the marquees.



Mont Blanc catching the sun in the distance across the lake.



Robin and Lin Hewat have been thinking about the suggestion in last month's Globe that we could consider

Hello Roger,

First of all, I would like to complement you on the quality of the most recent club newsletter – and, Happy New Year.

Secondly, in the newsletter you mention that you would like to hear from club members who might be interested in a continental jaunt in October, 2017. As you probably know a group of Roadster members in the south of England usually take a trip out in late September. We joined them for two trips, Germany and then Brittany. In 2016 they did the Loire but we found the expense a bit dear. In early July 2017 Dirk and Lieve (Devogeleer) are organising a trip to the Circuit des Ardennes. This looks really interesting, although I think the cost of around £1250 (and there are always other costs on top of this figure) per couple for six days is a bit intimidating.

We would be interested in a European excursion in October, sometime in the first two weeks of the month would probably be best. After this year's annual rally we are taking our caravan touring in France so could possibly check out locations.

Best regards, Robin and Lin Hewat.

Now my own car is currently having some major work done, and a steady stream of engine parts has been making its way from Bob Hobbs's stores. I shan't be wanting to commit to anything adventurous until I have tested it out well, closer to home. Maybe France next year. If however any other members might be interested in meeting with Robin and Lin for a joint venture, I can put you in touch. Perhaps not all the way to Morges, though it's not really that far. Bob Hobbs covered 1,800 miles for his wedding trip to Germany described in the December Globe; this would be barely half that total round-trip distance.



It's "only" 756km from Calais – 470 miles – seven hours driving time in a modern. In a Renault you'd want to break that into two days, and have an overnight stop somewhere around Troyes or Dijon. But it shouldn't be impossible. For me in the south-east, Morges is less far than it is for Dirk Devogeleer from the Netherlands. It's just the psychological effect of that twenty-mile strip of water which seals us off; literally 'insulates' us. (Insula – Latin for an island.)

So if anyone is potentially interested, please do get in touch.

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 – 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, 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 overseas 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.

WANTED, Complete interior for a TDC. Mine is in a bad way due to age, cats, mice and woodworm, though not at the same time. Has anybody replaced theirs? If not a complete interior, sets of items would be useful, eg seats, door cards, etc. Thanks - Tom. 01733 577 301.

WANTED: Water manifold for the 1800 engine. This is the polished aluminium branch which sits above the cylinder head next to the rocker cover, and takes water back to the radiator. Please contact Ray Gomm on 07979 505 000 .

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. Unusual but genuine registration: JM 7350 .

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.

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. *Also – new request – a locking petrol cap please.* 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

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.

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.

Company. Circa that time Sir John completely revolutionized the company pay scales. He reduced the number of pay rates from about 90 to 10, and also introduced ingenious bonus schemes that were geared to production. These schemes became a benchmark for the industry in general, and, once in operation, were noted for a considerable reduction in administration costs.

From the end of the war Sir John initiated a concerted effort to develop new overseas markets, and establish new distributors, which involved a great deal of overseas travel and negotiations by Sir John and his sales team. The new and revolutionary Ferguson tractor, as part of a distributorship option, made Standard Motor Company franchises in developing countries a very attractive proposition. By 1949 the financial coffers of the company had soared, and to qualify this statement the pre-war turnover of the company in 1939 was £6 million, the company producing 50,000 cars. By 1949 (including 6 years of war), the company turnover was £36 million and 97,000 vehicles, had been produced. The best pre-war export figure was 7000 vehicles, and, in 1949, 60,000 vehicles were exported. By the early fifties profitable associated companies had been set up in India, New Zealand, Australia, South Africa, Canada and the U.S.A.

The next development was the introduction of the Triumph Mayflower in 1950, which marked the company's return to the small car market. In 1953 the new Standard 8 superseded the Mayflower, and formed the basis of the company's small car fleet until the advent of the Herald in 1959.

More diversification was introduced by Sir John in the early fifties, whereby he negotiated a huge government contract to manufacture a military version of the Rolls Royce Avon jet engine at Standard in Coventry. This contract also included engine test facilities, and necessitated the building of a new 500,000 sq. ft. factory at Liverpool to re-house the spares facility.

The production of the company's first sports car, the TR2, in 1953 was the brainchild of Sir John Black in order to take advantage of the fast developing sports car market, especially in America. The company now manufactured sports cars, and the

success of the side screen TRs in the market place, and on the rally routes and race circuits of the world is a matter of history.

Also in 1953 Sir John became involved with the TR engined Swallow Doretti project, which caused political problems both at Standard, and the Tube Investments Company, who were to manufacture the car. The Doretti was a luxury touring car, designed by Frank Rainbow of the Swallow Company, a subsidiary of the huge Tube Investments Group. The first Doretti off the production line was involved in an unfortunate accident outside the Banner Lane factory, when a works van pulled into the path of the car with Ken Richardson driving and Sir John as passenger. They were both injured, Sir John suffering a badly broken arm, and Ken Richardson a broken arm, ankle and 47 stitches in his forehead.

So to that fateful day in January 1954, when the board ousted Sir John. There have been many reasons put forward for his exit from the company, which at that time was still braking production and sales records under his leadership. One of the most prominent reasons put forward was that he had negotiated and signed a new manufacturing contract with the Massey Ferguson company, without consulting the Standard Board of Directors (this was after Harry Ferguson had sold his company to Massey Harris). Other reasons suggest that he had threatened to sack Ted Grinham, his Engineering Director, and had become intolerably dictatorial. The old chestnut that his exit was due to his crash in the Doretti was merely a cover story. To quote Sir John's sons Hugo and Nick: "To all intents and purposes there was a pre-conceived, and well planned plot to remove father from the company. The Doretti crash in no way changed him, altered his judgement, or permanently injured his health."

Sir John Black was undoubtedly one of the greatest talents in the British Motor Industry, and his continued autocratic rule was probably due to his personal awareness of the remarkable results his policies (and his autocracy) had achieved. One can't help wondering what might have been if Sir John had remained at the helm of the Standard Motor Company. As seems to be the fashion, there are many examples of his fiery style of



Sir John Black 1895-1965

management, and his faults, but there are few examples of his kindness and humour, which will be put right in future issues.

After his exit from the company, a totally devastated Sir John moved to his beloved Wales with a golden handshake of £30,000, a Bentley and the temporary use of his private but company-owned holiday bungalow, 'Mallory Y Mor', at Pensarn, in North Wales.

The wooden bungalow was constructed on stilts to Sir John's design, and, with a five foot 'deck' area right round it, the bungalow resembled a ship. It was prefabricated at the Standard factory in sections, and shipped by rail to Pensarn. The bungalow was often used by senior staff engaged on important design projects, who needed un-interrupted peace and quiet. It was built by Jack Hut', the foreman of the Standard wood mill at Canley. He was also one of the team that built the wooden Mosquito Fighter Bomber air frames during the war.

Sir John eventually bought 'Dolbebin Farm' a three hundred acre farm at Llanbedr, about two miles from Pensarn. After a two month spell as Deputy Managing Director of Enfield Cables, a large electrical cable company, he resigned, and decided to spend the rest of his life enjoying the practicalities of running his farm. His main hobbies at that time were shooting and sailing, and, as was his way, he loved the company of ordinary working people. ED

Sir John Black died on Christmas Eve of 1965 as the result of a stroke, and even after over a decade had passed since he left the Standard Motor Company, his Remembrance Service in Coventry Cathedral was completely packed with people wishing to pay their last respects. There were, of course, many hundreds of Standard Motor Company shop floor workers present.

SEEING OURSELVES IN THE POST-WAR CONTEXT

To better understand our Razoredge, an insight can be gained from looking at contemporary cars being designed, manufactured and marketed at the same immediate post-war environment as the 1800 Town and Country Saloon first appeared in 1946.

In the October 2016 edition of the Globe we reproduced the first advertisements and comparative motor press details from the Swiss *Illustrierte Automobil-Revue* (the world's oldest-established motoring publication still in active production), provided for us by Swiss member Bernhard Ruest, and much of this article is drawn from the same source. Our first cars were sold in Switzerland, because after the war Switzerland was the only nearby market where there was relative wealth. Exporting was essential, because of the state of the economy and the consequent huge Purchase Tax levied upon all home sales.

Our closest rivals show fascinating comparisons and contrasts. We have looked previously at the British-made rivals of the Razoredge, but we refer here to three overseas cars, close to us alphabetically as well as in design and production date in the immediate post-war period: the **Talbot-Lago Record**, the **Tatra 87**, and the **American Tucker**.



The Talbot-Lago was the result of Tony Lago purchasing part of the French company Sunbeam-Talbot-Darracq which had become bankrupt in 1935 and was subsequently broken up. Lago had an exciting and dramatic early history. Born in Venice in 1893 (and therefore a fairly exact contemporary of Sir John Black, 1895-1965), he had been a founder member of the Italian National Fascist Party, but quickly became an outspoken critic of how it was developing. Following violent disputes with Mussolini, he feared reprisals and always carried a hand grenade. His fears were well-founded: in 1919 three armed men burst into a trattoria where he was eating. The two owners were shot, but Lago threw his grenade and escaped through the back door. One of the gunmen was killed by the grenade, and Lago fled to Paris. In the 1920s he moved first briefly to the USA to work at Pratt & Whitney, then to England, and worked for Isotta-Fraschini, and then became managing director of 'Self-Changing Gears Ltd' owned by Walter Wilson and John Siddeley, manufacturing the Wilson pre-Selector gearbox.

In 1933 he moved back to France to manage Sunbeam-Talbot-Darracq. The company was starved of investment, and heavily in debt due to over-ambitious investment in racing. When it was broken up in 1935, Rootes Brothers bought the profitable Clement-Talbot and also Sunbeam Talbot, which was almost worthless; but Automobiles Talbot SA was unsaleable because of its huge debts to French banks. Lago, described as "a ruthless businessman with great charm" – does this sound familiar? – persuaded the bankers that he could get Talbot back on its feet in 18 months. He was hampered by the restrictive regulation of the economy and industry by the French government, but the Talbot-Lago Record (T26) was part of his response. The 'Record' of the title refers to his covering 100 miles in one hour at the Autodrome de Linas-Montlhéry, a banked track copied from Brooklands, and sometime

home of the French Grand Prix; amongst others, Ascari died there in 1925, Benoit Musy in 1956, and two drivers and three flag marshals in 1964, leading to significant changes in the safety regulations.

The Talbot-Lago car itself was a powerful luxury saloon, with a 4½ litre six-cylinder engine developing 170hp, and using the Wilson pre-selector gearbox that Lago had franchised from his English contacts. It was therefore in a different class from our Razoredge – but selling in Switzerland for 38,900 Sfr against the Triumph’s 18,300 fr. By 1948 the T26 was priced at 1,250,000 French francs; by 1952, it was 2,250,000 Ffr. Although the turmoil of inflation makes the figures hard to interpret, as a comparison the cost of the Citroen 15-six went from 330,220 Ffr to 829,920 Ffr in the same years. The Talbot company therefore had an unsteady financial history and was eventually sold to Simca in 1958; Lago died in 1960. Sales numbers of the T26 are not known, but it is unlikely to have been more than hundreds.



Although the T26 had a similar traditional shape to our car, and the equivalent Riley, Jaguar and Bentley saloons, our other two ‘T’ cars look as if they are from a different age of motoring: streamlining has arrived. They are, however, exact contemporaries of the Razoredge. Interestingly, all four cars had forward-opening ‘suicide’ doors, front or rear.

The Tatra company in the Czech Republic had in fact produced the first real streamlined road car, the Tatra 77, as early as 1934. The streamlining was the work of Paul Jaray, who had performed the same task for Zeppelins. In 1947 the shark’s-fin tail was added, intended to equalise the air pressure on either side of the car. Be that as it may, the streamlining was in fact extremely efficient; it has been measured in modern wind-tunnels at a drag coefficient of 0.36, which is fair even today.



Top: ‘The Car of the Future’ T77 in 1934; and the 1947 T87 with fin.

The rounded-shape Tatra 87 had a flat-four air-cooled engine, mounted at the rear. Despite the very obvious similarities, when Tatra sued Ferdinand Porsche over copyright infringement with the VW Beetle, and Porsche, admitting he had created the VW whilst “looking over [the Tatra designers’] shoulders” was willing to settle, Hitler cancelled this admission, saying he would “settle the matter”. He did this by invading Czechoslovakia and shutting down Tatra production. However, after the war the lawsuit was resumed, and Volkswagen paid Tatra 1,000,000 dm in compensation. As the 1946 Town and Country 1800 was launched, the Tatra T87 was selling for 25,000 Sfr; therefore also considerably more expensive than our car. About 3,000 T87s were built.

The Tucker 48, of which only 50-odd were ever produced, was even more visionary and far-sighted. With its extreme aerodynamic shape and rear-mounted engine it was influenced by and similar to the Tatra in many ways, but translated into American automotive language. Preston Tucker in Chicago was bursting with ideas well ahead of his time, many of which have since become standard, whilst others disappeared with the car or failed even to make it that far. Starting in the last years of the war, Tucker worked on radical designs including disc brakes, four-wheel independent suspension, seatbelts,

a padded dashboard and collapsible steering column, and (like the Tatra) a third 'Cyclops' headlight, but his was directional and steered as the wheel was turned. The handbrake had a separate key as a theft-prevention device. The windscreen was of shatterproof glass and designed to pop out on impact. There was a reinforced passenger cage including a roll-bar. Suspension was by rubber torsion mountings. The engine and drive train could be lowered and removed in minutes – and a loan engine swapped in whilst the engine was serviced. He planned magnesium wheels, fuel injection and direct drive automatic transmission by torque converter – none of which made it to the finished car.



He also had developed a rear-mounted flat six horizontally-opposed 9.6 litre engine of his own design, with no camshaft and valves operated by hydraulic pressure, to run at very low rates and tick-over at just 100 rpm; it would cruise at 60 at 1,000 rpm. However, the huge pistons required a 60-volt starter motor and the engine was always a pig to start; it needed to be turning over for an extended time to reach the hydraulic pressure needed to operate the valves. The first version of the torque converter transmission had no reverse gear. The engine was also very noisy when running. At the launch in June 1947 because of the starting problems the car was kept running the whole time, and Tucker instructed the band to play very loudly to help cover the noise.

After further problems, this engine and transmission were dropped, and four sample flat-six air-cooled 5½ litre engines designed for Bell Helicopters were purchased. He liked the engines, bought the company (Air Cooled Motors) and cancelled all their aero contracts so they could concentrate on developing the engine as he wanted it. This had considerable consequences, since the parent company Franklin held over 65% of American post-war aviation engine production contracts at the time. However Tucker was also determined his engine would be water-cooled, and rather perversely spent considerable design work to convert it. He then needed a new transmission, and bought in a Cord unit; but it was unable to cope with the power of the engine, and accelerating hard in first gear was likely to strip the teeth from the cog. Tucker's own engineers modified the design until it was workable, and this was the transmission used in most of the finished cars; but they also experimented with a Borg-Warner automatic transmission and a double-torque-converter continuously variable drive designed by Warren Rice. The first of his designs had the disadvantage that the engine had to be turned off whilst changing from forward to reverse.

Because of the continuing development issues, each of the 51 cars actually built differ from each other. Despite initial capitalisation of \$17,000,000 Tucker needed to raise further funding to complete the cars, and achieved this by selling dealerships and accessories like seat covers, radio and luggage, before the car was built. Such was the demand for new cars and the shortage of supply at the time that this raised a further \$2,000,000; but the legality of the method led to a court case which stopped production. Although charges were eventually dropped, the negative publicity and delay killed off the company. Production ceased and the factory and remaining part-completed cars were sold off to meet debts in 1949-50. Preston Tucker died of lung cancer in 1956. Wikipedia has an almost-complete record of all the remaining cars, at : https://en.wikipedia.org/wiki/Tucker_48 . When examples come to auction today, they attract bids of 1-2.5 million dollars or more.

The radical innovations, the financial turmoil of the time, and the impact of strong personalities like Sir John Black, Tony Lago and Preston Tucker, made this a very different world from the corporate computer-controlled security, reliability and standardisation we are accustomed to live with today; but they provide a valuable insight into car manufacturing in 1946-50, the backdrop against which the Razoredge was successfully conceived, constructed and launched.

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