



THE GLOBE

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Will you join us for tea?

Plus: membership renewal 2017

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

REGISTRATION NO. 2886923 ENGLAND
REGISTERED OFFICE: 9 WATER TOWER CLOSE,
UXBRIDGE, MIDDX UB8 1XS

<http://www.trocltd.com>

(Affiliated to the Federation of British Historic Vehicle Clubs)

SPARE PARTS: AVAILABLE TO PAID-UP MEMBERS ONLY.

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

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

Chris Hewitt
Bob Hobbs

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

EDITORIAL

Dear Razoredge Owner's Club Members,

There's a certain amount of 'club business' in the next few pages. **This may look boring, but it's important;** in particular, the membership renewal information. Each year we lose a few members because they put this to one side "for now" and then forget about it until they next need spare parts, or perhaps forever. As a small club, this hurts us! Please do your bit for the Club by renewing promptly. The good news is that there's no increase in fees – and we are amongst the cheapest. **Some people have been considering changing to emailed electronic 'Globe' magazines – this saves you money and us too.** You just pay £17, and let Bob Hobbs know you are changing over.

The other important item is the AGM notes and accounts, supplied by Club Secretary and Treasurer Bob Parsons. As a member, you should check this annual report of our activities, to ensure that the Club is doing what you need it to do. **If we are not, please tell us.**

... and duck.

If you have NOT been receiving sample electronic copies of the GLOBE by email for the last three months, 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, even if you opt to continue receiving posted copies of the Globe. Some members have commented about the electronic Globe: "I have found it just as easy to read, with the added benefit of being able to enlarge the text, and being able to find it again in future – and saving money. Win-win." – Mick Harris. "I like it electronically as you can access the hyperlinks. Nice sharp resolution too and it's less clutter in the house (not my words). Great stuff." – Mike Sampson.



Filling most of the rest of this issue you will find a major item: a complete illustrated restoration of a TDB. This is not intended as a 'how-to' guide, but an overview and exploration of one car's journey from sadly-distressed to very good condition. It might be useful for those, like myself, who have a generally tatty car which one day is going to need the full body-off treatment and who would like a checklist of what's involved. Let's hope it doesn't put people off!

Editor

Our cover pictures for this issue:

Front – An invitation to tea at **Hanbury Hall**; see the editorial and the 'What's On' pages.

Rear – A collation of summer rallies from the last five years.

A YEAR FOR MOMENTOUS DECISIONS...

Last year I decided to sell my business and take an early retirement so I started this year (2017) on a new chapter in life. I'd run my IT Consultancy / Engineer business for many years and was on call for 5 days every week of the year. I had three contracts which I'd provided total support for the past 21 years, so suddenly being retired has taken some getting used to.

My wife Anita and I decided we would make up for all those lost weeks away and so we're going to take much of this year in a series of holidays. The first decision was to close down our aquariums so we don't have to arrange "Fish Sitters". And then came the big decision: what to do about Grace.

Grace is our 1948 1800 Saloon (TD3176) which we've had for 5 years now. Last year we used it for a total of 9 days – this year, with our new plans – we'll use even less, if at all. So we've decided to sell.

Initially it wasn't the best of buys. It's a solid car but 20 minutes after collecting it I stopped for fuel and couldn't restart: the starter motor had burnt out. Within a couple of weeks it was smoking on the over-run and obviously used a lot of oil. Since buying it in 2012 so far I've replaced the engine with one I bought from the Club and which I had stripped, acid bathed (The Globe – Dec 2013), tested for leaks (none), rebored, reground crank, new pistons and rings, valve seats hardened, new valves and stem plus modified valve seals from Volvo (The Globe April & June 2014) and a whole new clutch.. total cost just over £2000. I've had the carburettor remanufactured



(Gowing & Lee – The Globe, June 2013), water pump and fuel pump reconditioned.

I've removed the rear springs and had them re-tensioned at Brost Forge with all new

bushes and today I've just dropped off the front transverse spring there to have the same done. I've rebuilt all the shockers and replaced all the brakes, linings and cylinders and 4 new tyres. Six months ago I

had a new radiator made to order (Viking Radiators - £700) and all new hoses fitted. The wiring was a disaster, held together with chock blocks and twisted wires wrapped in tape. That's all been repaired and replaced with new sections. The stitching on the base of the back seat could do with re-stitching but that's cosmetics for the next owner.

We plan to attend a few shows early this year where it will be advertised for sale along with the spare engine, boxes of spares, two chrome headlamp shells, spare fuel tank and many other odds and sods as a bundle. So after 5 years of enjoying it and putting it right it will be a wrench to see it go but use it just once or twice this year is hardly worthwhile. So after 20+ years we're leaving the classic car scene and spending a lot of our time travelling the world whilst we're still compos mentis. I've also joined a Heritage Steam Railway and spending one day every week restoring train carriages.

I'd like to thank the club for all the help I've had over the years and especially Chris Hewitt and Bob Hobbs who have always been there for me in my many hours of parts need.

Good luck to you all – keep on TROCing! **Ray Gomm**

Ray's car sale details are in the "For Sale and Wanted" pages – p23.



MEMBERSHIP RENEWAL 2017/18
ESSENTIAL READING FOR ALL MEMBERS PLEASE

We are now approaching membership renewal time. For continued membership of the Club all members up to number 1201 will need to renew on or before May 1st. Those that follow this number and those who have already paid for next year need take no action.

The rate for full UK membership is **£27** per annum; for overseas members the rate is £32. **If you pay by standing order please check that you have notified your bank of the amount to be paid.** Last year there were still many who had not done this. **If you do not pay the full subscription you will not receive any Globe newsletters after the June edition and you will not be able to purchase spares.**

For those members that elect to receive the Globe in an emailed PDF format the membership rate reduces to **£17.00**. Please notify Bob Hobbs on renewing whether you wish to do this. If desired one will be able to revert to the paper version but the difference in membership rates will be applied pro rata. If one pays using either PayPal or a credit/debit card there is an additional fee of +5% for PayPal and 2.75% for card payments – details shown below.

As ever, it is very helpful if members renew promptly during April or May. Late renewal, that is in June or later, causes many problems for us in knowing how many Globes to have printed and then repeated trips to the bank to pay in cheques or whatever payment means are chosen.

Please complete the renewal form that is enclosed with this Globe edition. This applies to all members. Note that there is a “tick box” to indicate if you are happy to have your contact details passed on to another member for activities such as road runs, lunch meets or checking a car to see what fits where. The TROC will NEVER pass any members’ details to an outside organisation.

Finally, remember that from now you can choose to pay by cash, cheque, postal order, bank transfer, standing order, PayPal and credit or debit card. Contact Bob Hobbs for details.

Annual membership class	Cash etc.	PayPal	Card payments
UK members	£27.00	£28.28	£27.74
Overseas members	£32.00	£33.48	£32.88
All regions emailed Globe	£17.00	£17.88	£17.47

by Bob Hobbs

NOTES FROM THE AGM, Sunday March 19th, Coventry Motor Museum

We were disappointed by the number of members willing to take a Sunday AGM visit to downtown Coventry Transport Museum. There may have been more, who perhaps gave up due to closed-off roads as a half-marathon route was concluding outside the museum!

Our 2016 financial accounts below confirm that our funds are sound, through reduced rally costs, printing and postage savings and the increasing use of The Globe being sent electronically. **These cost savings to the Club will enable our subscription rates(set in 2015) to be kept to the present £27 for ordinary members £32 for overseas and £17 for members receiving The Globe electronically.** These costs will be reviewed in 2017 but, as was said by members present, these subs are low in comparison with similar car clubs. Who knows what Brexit will bring?

Spares sales have been comparatively quiet, but with an increase in our membership numbers to 156 (138 in 2016) and some new “ barn finds” there may well be an increasing demand in 2018. With the knowledge of a new record sale price for a TDC, we may be at the beginning of a bull market for classic cars.

By Bob Parsons, Secretary and Treasurer

/Continued overleaf

THE TROC ACCOUNTS FOR 2016. The General Account is now paying its own way, and over £8,000-worth of spares supplied to members indicates that the club continues to serve its main aim well: the preservation of our cars.

T.R.O.C.LTD SPARES ACCOUNT 2015 and 2016

EXPENDITURE	2015	2016	INCOME	2015	2016
Spares Purchased	£ 3,048.69	£ 4,007.28	Money at Bank 1.1.15 & 16.	£ 18,467.41	£ 20,029.19
Postage	£ 743.09	£ 721.55	Spares Sales	£ 10,754.63	£ 8,033.89
world pay charges	£ 100.00	£ 260.51	From Gen A/C for spares sales	nil	nil
Transport costs	£ 60.50	-	Postage for spares sales	£ 743.09	£ 721.55
Manuals, Stationery & stamps	£ -	£ 214.50	Members credits on goods	nil	nil
Rally tent, banner & sound system	nil	nil	Temporary loan to ND 1 A/c repaid	£ 870.00	£ 1,000.00
Spares storage building works	£ -	£ -	Donation	nil	nil
Refund on deposits	£ 437.23	£ -			
Companies Hse Registration	£ 13.00	£ 26.00			
Liability Insurance	£ 761.53	£ 806.10			
Directors Liability Insurance	£ 438.00	£ 440.00			
Leaving gift, IT advice	£ 134.90	£ 100.00			
Transfer to Gen A/c loan	£ 3,870.00	£ 1,000.00			
Transfer to Gen A/c subs	£ 329.00	£ -			
SUB TOTAL	£ 9,935.94	£ 7,575.94			
Money at Bank 31.12.15 & 16	£ 20,029.19	£ 22,208.69			
			STOCK AT COST		
			31.12.15	£ 62,775.00	£ 59,470.00
			1.1.15	£ 64,945.38	£ 62,775.00
			TOTAL	£ 29,965.13	£ 29,784.63

T.R.O.C. LTD GENERAL ACCOUNT 2015 and 2016

	EXPENDITURE		INCOME	
	2015	2016	2015	2016
Globe	£ 4,660.82	£ 3,115.92	Money at Bank 1.1.15+16	£ 1,704.95
Stationery + postage	£ 99.14	£ 57.84	Subscriptions (incl joining fee for new members)	£ 2,428.79
Meeting + Rally costs	£ 934.12	£ 302.94	126 (110) Ord Members	
Gift / Donation / Bequest	£ 300.00	£ 160.99	22 (20) OVS Members	
Repayment of temp loan to Spares A/c	£ 870.00	£ 1,000.00	4 (4) Assoc Members	
Web design + maintenance	£ 385.00	£ 185.00	4 (4) Hon Members	£ 4,179.25
Repayment of Subscription	nil	nil	156 (138)	£ 4,132.20
FBHVC Membership + DVLA Investigations	£ 80.26	£ 96.20	Contribution from TROC Spares A/c	£ 3,870.00
Bank charges	£ 13.00	£ 23.62	Mayflower Club Rally contribution	£ -
Sub total	£ 7,342.34	£ 4,942.51	Adverts / DVLA Car Registration	£ 16.00
Money at Bank 31.12.15 + 16.	£ 2,428.79	£ 2,665.64	Sales of mugs, badges + diagrams etc	£ -
	£ 9,771.13	£ 7,608.15	Repayment of deposit	£ -
			Bank interest	£ 0.93
				£ 9,771.13
				£ 7,608.15

Any member who would like a copy of the full Minutes of the meeting should contact the Editor.

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.)

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

Kent Heritage Transport Show, Kent County Showground, Detling.

Buses, cars, tractors and other items of interest, with all the usual side-shows and attractions.

8th – 9th April

Keith Shakespeare's Model and Collectors' Rally, at Stoke Prior Sports and Country Club, Westonhall Road, off the Hanbury Road, Bromsgrove. This is just up the road from our summer rally – you could use it as a test-run!

Sunday 9th April

London Bus Museum 43rd Spring Gathering at Brooklands. In addition to their own splendid collection they are expecting around 200 visiting buses and coaches. With rides, collector's market and a huge selection of stalls.

Sunday 9th April

Classic Cars on the Prom, Christchurch, Dorset: a drop-in day, no booking needed, 11am to 5 pm. Boat trips on the river, local shops and cafes.

Sunday 9th April and each month through to October

The Midlands Automobile Club hold a breakfast meeting at **Shelsley Walsh Hill Climb** site, the oldest motor race site in the world, each month from February to October. £3.50 per person, must be booked in advance – phone Roger Thomas on 01886 812 211. You can become Custodian of a Yard of Tarmac for £125, the fund-raising route through which since 2004 they have secured the future of the course and provide facilities. Walk the Hill, see the restored water mill. 9am – noon.

Easter weekend 13th-16th April

Greenwich: the **Tall Ships Regatta** will be passing through the Thames Barrier, setting sail for Portugal, Bermuda, Boston and finally Quebec. Sunday afternoon is the best time – parade of sail. Website at <http://www.dublintallships.ie> for more details.

14th – 17th April

At **Quorn and Woodhouse Station**, East Midlands, and at **Buckfastleigh**, South Devon, there are steam train meetings with classic cars assembling outside. Both have substantial railway preservation activities with regular train runs; Buckfastleigh has a freight feature too. 10am – 4pm all over the weekend.

16th – 17th April

Crich WW2 Home Front – revive the bulldog spirit with blackout curtains, gas masks, military vehicles and classic cars – plus of course the trams.

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!

Free cream tea if you're in your Razoredge!

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.



Might you be tempted to afternoon tea?

We shall be displaying the cars on either side of the lovely drive, making it almost 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 **NOW** to 01789 763 111 for bookings, and say that you are with the Triumph car clubs. (<http://www.kingscourthotel.co.uk/>)

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.

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!

AN ILLUSTRATED OVERVIEW OF A BODY-OFF RESTORATION

from Tomas Malan, Czech Republic

(Complete set of images are on You Tube - <https://www.youtube.com/watch?v=YvzlcTN2L90&t=2s>)

The 'before' starting-point doesn't look bad, but the car has a number of problems; and as often happens, when you start to expose those, you find more.



The car has been registered abroad in this 'before' shot, and the registration is known to the club. It is not a UK plate, however; this car is TDB one of a number exported to New Zealand for first registration there. My thanks to Tom Robinson, who has strong New Zealand connections and was able to supply this information from his records.



The drooping door handle is probably the result of a replacement inner mechanism having been fitted. The spindle running through the handle must be twisted about 25 degrees to obtain a horizontal handle – so that they don't need to supply different right- and left-hand spindles; but this does not appear to have been done here. They can also become floppy due to wear on the internal casting, however.



The paintwork had previously been recently re-sprayed this rather unusual green, and the bodywork appears sound. Notice that the overriders have at some point been turned upside-down, as sometimes happens. Tomas Malan has spotted this, and corrects them by the time his rebuild is complete.



However the interior has suffered from water damage. There is mould and decay on the door card and the carpets, and some splitting of the seat upholstery.

The water damage from leaks around the windscreen rubbers has caused the end of the plywood dashboard to de-laminate. If that has happened, then probably the ash frame below this point will also be in a bad way; further evidence for that is that the striker plate for the door closure (which will have become loose if the ash frame has rotted) is missing.



Ah yes; so it has. The side panel has also rotted and distorted.

Other superficial decay.



The rear seat on the passenger side is even worse rotted by water damage. If this much is visible on the surface, there will be further question marks over the ash frame beneath.

Some restoration has been attempted – note the different colours of trim.



At first sight the engine compartment is not too bad. The heater pipes have been cut and disconnected.



Does the variety of colours of plug leads suggest unprofessional prior maintenance?



Carpets and upholstery... no comment.



A further clue to the car's origins.

This restoration is taking place in the Czech Republic, the car having been previously purchased and transported from New Zealand, part-restored, and re-registered.



The interior of the boot – this area of the car is particularly susceptible to rust and rot if it has not been kept in dry conditions, so this doesn't look too bad. Inside, after removing the rear seat.



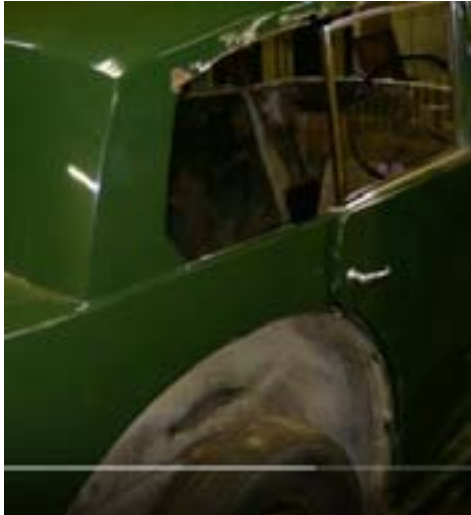
After removal of front seats, dashboard and trim. The rear seat. I'm not sure if that white filling indicates that the seat has already been refurbished once before; my own is stuffed with horsehair, not that white flock material.



A closer look at the water-damaged interior. I'm sure that head lining is not the original. The same interior corner after the door, the window and the head-lining have been removed, showing some damage to the roof battens.



The boot area after the removal of the boot lid. The curved under-tray is a known rust-spot, and this one looks better than might have been expected.



Rear wing and window removed.



Bonnet, front wings and inner wings off.



Door pillars and doors, rear bumper and valance, and windscreen off; engine and gearbox out.



Exposing and cleaning the edges of the roof where holes need to be repaired.



Remaining body panels off. At this stage you're wondering just what there is left of the car, and whether it will ever go together again...



Cleaning, restoring and rustproofing. We have seen inner rear wings in far worse condition than these, successfully patched and repaired. Then, replacing the rebuilt engine and gearbox. We don't have any further details of the work that's been done there – which is a whole different chapter.



Showing the steering box, and the brake pipes including the brake lights operating switch covered in last month's Globe. Then the rebuilt rear of the car, petrol tank out, showing the axle and differential.



Above: all the wooden trim, cleaned and varnished – and in the case of the dashboard, built, veneered and varnished.

Reassembling the door pillars and doors. This will just be trying them in place; for the final reassembly the roof panel and internal wood frame will be fixed in place first. The doors are heavy, and care must be taken not to stress the bottom of the door pillar fitting in the arrangement as shown here.



Body panels all reassembled, but brightwork and windows removed, ready for painting. Note that he has chosen to add shark-gill ventilators to the sides of the bonnet; this is not to everyone's taste, and was never seen on the Razoredge or Roadster as produced by Standard-Triumph, but it did exist on several other cars of the time, notably the Rileys and Jaguars which were our closest rivals.

This overview doesn't show any of the repairs needed for the ash frame on which the panels are assembled, which is another very significant task.



Wrapped and undercoated, then beginning the final paint finish. Yes, he's going for a bold two-tone.



The wings and doors have been sprayed separately; then it's back onto the trailer on the way home, ready for re-assembly. Below, replacing the wiring loom and re-inserting the dashboard, ready for the instrument panel.

If it seems that things like the engine are back in one minute, and then out again, this is a common experience. Reports in recent Globes of major work by Dirk Devogeleer, Ray Gomm, and even our own technical expert Bob Hobbs have all featured comments along the lines of "Of course, if we had realised X needed doing, it would have been easy whilst Y and Z were dismantled... so we had to take it all out again." It's infuriating, but working on a sixty-five year old car, it's just par for the course.



All this will be hidden by the trim, in due course.



The re-lined boot area, showing the top of the petrol tank.



In its finished state, carpeted-out and very smart.

We have kept these final images good and large, because this is the rewarding stage, the light at the end of a long and difficult tunnel. We want to encourage you, and reassure you it can be done.



Rebuilt boot, and bumpers. Starting to gleam, now; rebuilding our ravaged confidence.



Interior trim going in.



Prepared...



... carpeted...

...re-upholstered...





... Complete. Yes, he's gone for white-wall tyres too, which not everyone likes; but in this colour-scheme it looks very appropriate. A handsome car, looking back to the 1920s and 30s; days of art deco and spats; long cigarette-holders and furs. A car with style. If Fred Astaire and Ginger Rogers stepped out, in top-hat and tails, you'd not be surprised. Let's face the music, and dance.

With thanks to Tomas Malan for permission to use his images.

A version of this article, with all images fuller-sized, will be added to the TROC website, for use of any interested party as a reference.

IMPORTANT NOTE: Please be very cautious when working on or fitting any 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 the work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. Any accounts given in the GLOBE are only the experiences of a member, and are no substitute for a workshop manual; we are sharing ideas and experiences, not offering guidance on what might or might not need doing on your car.

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 – TD 3176, 1800 Town and Country Saloon, 1948. This car has had extensive mechanical and electrical work professionally done in the last five years (see previous Globe articles and p3 in this issue). Offers are invited.

Ray Gomm, telephone 07979 505 000 .

FOR SALE Triumph Renown TDB 1134DL
Registration: FSV 398 2088cc
Manufactured in 1950 this silver classic car has been maintained in good running order since I acquired it in 2003 from a Vicar in Yalding, Kent who used it amongst other things for his daughter's wedding. Although not required it has an MOT certificate until February 2018. Whilst in my possession all repairs have been carried out by a professional classic car garage using replacement parts from TROC stores. Bills available. I completely re-upholstered the interior shortly after I purchased it. Original service instruction manual. We have used it for our son's wedding and it has been to rallies and fetes over the years. Reluctant sale.

Spares available no extra cost: grille, incomplete engine block, car cover and a pair of wing guards with razor edge running board. Offers around £7,000

Please Contact Michael Kelly, phone 01332 771580. Derby area.



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. Grille. 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.

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. Thanks, Tom. tom123dolby@aol.com 01733 577 301.

FOR SALE: 3 Chrome headlamp shells to suit 1940s / 50s Triumph Saloon or Roadster. Dinged and scratched but solid. I was going to refurbish them but have now decided to sell the car. Happy just to make my money back. Would prefer collection from Watford but could box up and post if not. £15. Telephone 0797 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.

SPARES FROM TROC FOR THE 1800 ENGINE

Bob Hobbs has in stock hoses for the 1800 engine as follows; -

- Top hose £14.75 P&P extra
- Bottom with heater outlet that can be blanked off £13.75 P&P extra
- By pass hose £ 8.00 P&P extra
- also, head gaskets.

NOW AVAILABLE FROM TROC

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

WANTED FOR RECONDITIONING**Bell-crank lever and bracket assembly for the Renown**

The Club is short of suitable old units for reconditioning. If you have one on your shelf or from a car you are breaking, please contact Chris Hewitt straight away. Similarly with steering idlers and rear brake cylinders for the 1800 model for reconditioning.

Also needed:

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

- all in any condition; contact Bob Hobbs.

NEW CAR HISTORY FILE – A SPECIAL OFFER?

An advertisement popped into my email inbox this week, courtesy of **Classic Cars Magazine**, for the **De Bowers Motor File**, which claims to revolutionise the way we shall all keep our car's histories. It was being launched at the **Practical Classics Restoration Weekend** on March 31st – April 2nd.

This turns out, however, not to be a miraculous hi-tech file pre-loaded with all the collected information from registration, MoT and insurance records now held by the Government's computer databases – as I had at first expected – but to be a quite smart and prestigious-looking leather-bound folder in which you can store a history of the modifications and restoration work done on your car, with the provenance of previous owners, always assuming you have this information and supporting documents already. It has “clear and concise sections in which to display vital paperwork.”

My own collection of documents relating to my car is certainly in need of a good tidying-up, but the rambling collection of service bills and parts ordered and fitted, as for any of us I would expect, are unlikely to fit together neatly in any leather binder, no matter how well their sections are organised. However, we sceptics should reserve judgement until we've seen it in the flesh, perhaps. The basic folder costs **£285**... *How much??* ...and will cover information from the last 20 years.

If your car is older than that (ie pre-1997) then you can purchase additional slip-folders. I'm afraid I was feeling slightly stunned by this point and didn't look to see how much the additional slip-folders come to, so if your car dates from 1946-54 for example, I can't advise you what the whole bill would be.

OTHER RAZOREDGE SALES AROUND THE WORLD

The **Globe** has also learned that one of our long-time member cars is for sale in the USA. “Miss Ruffle” (so named because this is the name of the first owner, on the purchase invoice from 1951 on the Isle of Wight) has been restored during the last year. It was first owned in the US by Richard Langworth, co-author with Graham Robson of ‘Triumph Cars – the complete history’. Our Club Historian John Bath travelled in the car on his visit to the USA last year (see August 2016 **Globe**). The car is also unusual in that it has carried the same registration – HDL 486 – in both the UK and USA, since James Lea, the current owner, was able to obtain this registration in Maine as a ‘personalised plate’.



We have also heard of an unusually-coloured Razoredge originally exported direct to India (according to the people who sold it to the dealer), now offered for sale in the Netherlands. It is TDB 2001 DL. That’s certainly an Indian colour-scheme! The wings look a stronger gold colour in the on-line images, rather than the mustard-yellow that shows in print. See more images at <http://www.carandclassic.co.uk/list/41/renown/> The asking price is €11,000 (£9,500).



Also for sale, in Australia: Glenn Wade is selling this, which he tells us is TDB 4625 DL.



More pictures can be

found at <https://www.tradeuniquercars.com.au/detail/triumph-renown-357086>

Asking \$7,500 au which is £4,560 . It looks in very good condition, and the mileage – can that be right? – is only 16,945. (Even if that’s correct however, it brings its own problems; 16,000 miles in 65 years would indicate a car that’s going to need special treatment. Mind you, it could be starting its second time around the clock.)