



THE GLOBE

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JUNE 2017



Triumph Annual Rally

Mayflower

Razoredge



Roadster

Hanbury Hall

Sunday 11 June 2017

Your entry pass for the 2017 Club Rally at Hanbury Hall –
show this cover!

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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(Affiliated to the Federation of British Historic Vehicle Clubs)

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

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EDITORIAL

Dear Razoredge Owners' Club Members,

Welcome to Flaming June, we hope, and in particular to fine weather for our meeting at Hanbury Hall on June 11th. You'll find fuller details of the arrangements within this edition.

The idea of a club rally doesn't necessarily appeal to everyone; a member recently told me "I don't have a woolly hat or a beard, and I can't see any point spending a day sitting in a field." It's not as bad as all that! However, for members who don't particularly enjoy the traditional rally gathering, or who live too far away to contemplate driving to Worcester, our '**What's On**' pages list a wide variety of events, activities and meetings all around the country and further abroad. We are now indicating the meetings at which you might well find another Razoredge or two. These are not organised Club events, but they do present a chance to encounter like-minded folk and to exchange compliments about the cars. ***If there are any events you can recommend, or which you usually visit*** – please let the Editor know, and we can include these in the forthcoming lists. It involves no obligation; just a sharing of opportunities. This applies no matter where you live – anywhere in the country, or in the world. You might be surprised to discover others with connections near you.

From time to time amongst the 'spam mail' we find offers from companies who make memorabilia of various kinds – mugs, hats, tee-shirts and similar. The club has already a small selection which we offer each Christmas, and which a few members purchase each year – I recommend the illuminated key-ring – but are there any other items which might interest *you*, if they were offered? If so, please let us know. How about a good large umbrella in Club colours?

Also in this edition we have a little personal detective story in tracing the history of a car. It is a testimonial to the information-sharing which is now possible thanks to the power and resources of the internet, and might help convince some sceptics that 'all this computer nonsense' does have some value. We are trying to gather all the history we can of each Razoredge; for some, we shall only ever have an odd photograph or registration, but for others a whole string of historical connections can come together, often by the wildest of coincidences, to tell a surprisingly complete story. One of our cars, known from meetings of people in the seventies, can be traced through several owners, all the way to a Technical School in Zurich where it is currently being used as a teaching example of coachbuilding restoration. A pair of Razoredges with consecutive number-plates, which presumably stood alongside one another in a sales showroom in 1953, both still exist today: one doing wedding car duty in Sheffield and the other under restoration in Arkansas, USA. The TDB purchased by Miss Ruffle from the Ryde Garage on the Isle of Wight for £1,060-8s-4d sixty-five years ago has an almost complete history up to the present day, where it resides in Rockport, Maine, and is now again for sale. The Club is the custodian of all this history, as well as supporting the cars themselves.

Finally – an essential article on bleeding the brakes; and there are some excellent Razoredges available at the moment. Don't miss our 'FOR SALE' pages.

Editor

2017 ANNUAL RALLY – HANBURY HALL, SUNDAY 11th JUNE

Hanbury Hall, a rather imposing William and Mary style country house, garden and park dating from the eighteenth century, is our rally venue this year and we have been offered the grassy areas that line the drive to the main house to display the Triumphs. Once again we will be joined by both the Triumph Roadster Club and the Triumph Mayflower Club.

The hall is owned by the National Trust and so the rally is free for National Trust members, but £6.40 for others (or £9.60 if you want to visit the house as well). There is a very good café and a shop, and dogs are allowed in the park (where the cars will be).

Logistics for the day

The hall opens at 10am and so we will try and have everything ready by then. Please do not arrive before this time unless you are helping to set up! Judging the cars won't start before 12.30 so there is no real rush.

When you arrive please enter through the **Visitors Entrance** and NOT the coach entrance. This is clearly marked and is the gateway nearest to Droitwich. The road goes through the park and across the front of the house, where Razoredges turn left towards the Hall. **For those in modern cars** please just continue to the main car park and walk back via the visitors centre where you will need to show the front cover of the June magazine to take advantage of our special rate (or your National Trust membership cards).

We shall have marshals (and signs) at the left turn to 'filter off' those in the Triumphs or other classics. Once parked could you then go to the visitors centre to obtain your tickets and pay (or get your National Trust cards scanned).

If you happen to enter via the Coach entrance by mistake then you will immediately enter the visitors car park. Those in modern cars can just park up and carry on. However those in classics may find it difficult to reach the rally site as they will be going against the oncoming traffic, and you should exit and re-enter via the visitors entrance.

All those appearing in a Razoredge will be informed on arrival of the arrangements for you to collect your **free cream tea** from the National Trust cafeteria.

**The night before the Rally**

The dinner the night before will be in the Warwick room of the Kings Court Hotel (postcode B49 5QQ) at 8.00. The hotel was originally a Tudor style farmhouse built in the 1500's but has been much modernised (including a recent refurbishment of the guest rooms) and extended and so bears little resemblance to the original appearance. However, our dining room still displays part of the old barn roof timbers. There is a private bar area next to it so we can meet there from 7.00 for those all important pre-dinner drinks and chat and to order wine to go with the meals.

To the side of the main hotel car park is an area of gravel which will be sectioned off for exclusive use of our classic cars. It is eleven miles (20 minutes) drive away from the rally site and is less than a kilometre from the National Trust property of Coughton Court. For those who arrive in time, and with the energy, this would make for a good Saturday afternoon 'bonus' outing.

Our thanks to **Tim Newing** of the Roadster Club who has undertaken the vast majority of the organisation of this side of the Rally.

MEMBERSHIP RENEWAL 2017/18

We are now collating our membership renewals. Our thanks to all members who have renewed promptly – a better-than-usual return this year, so well done; and our overall membership is again slightly up on the figures for the previous year, which is also very encouraging. There are now 159 of us in the Club altogether, with between us about 170 cars – some of those extras are being broken for spares, but others are runners or might one day be restored. We know 75 of our cars are roadworthy, 21 are not, and 10 are undergoing restoration, but that's just from the members who completed that section of Bob's information form; there are around 70 more for which we have no recent information. If you'd like to update us on the condition of yours, please feel free to write or email at any time.

Around the world, we have partial records of at least another 150 non-member cars, which might or might not still exist. In all probability there are about 300 Razoredges surviving today, out of the 15,300 made in total from 1946 to 1954. 191 of those were Limousines, of which probably only a dozen survive.

MEMBERSHIP NON-RENEWAL

Those members who, to the best of our knowledge, have not yet subscribed for 2017-18 will find there is a reminder slip inserted in this Globe. **Please heed this warning – it is the only reminder we shall send you, and if you do not renew you will not receive any further Globes. You have already lost your right to buy spares, and if you wish to renew membership after the end of June there will be a re-joining fee to compensate the Club for the additional administrative time involved in re-starting your membership.** Sorry to sound so heavy-handed and menacing in that announcement, but we are a small club and maintaining our membership is crucial to our viability. All the officers of the Club are unpaid volunteers, and any unnecessary time spent chasing up back-sliders is a burden we could gladly do without. End of rant!

If you have not yet renewed, please contact Bob Hobbs urgently to check what you need to do.



“First his Club membership lapsed, and then he never really seemed to get round to anything...”

In the background, a willow gently weeps. (Well, no, I don't think it is – but it should be.)

DIGGING UP THE PAST: TRACING THE HISTORY OF OUR CARS

The internet and other modern technology can be a valuable resource when hunting out snippets of information and tracing threads back through history, even for our cars which were built long before the advent of the World Wide Web.



On **Facebook**, despite its reputation for being just a gossip-shop for worthless trivia and pictures of kittens, there are many useful groups which act as contact-points for the sharing of information.

One such is the **Triumph Renown Restoration Group**, which can easily be found by creating a Facebook registration for yourself, and then using the search facility to look for 'Triumph Renown'. (If you are not familiar with Facebook at all, it is a good idea to find someone more experienced who can guide you through the privacy settings, and helping you decide how much personal information you wish to disclose.)

This Group, however, allows interested parties to post pictures or video clips, to ask questions and to share answers. Some of our members have in the past queried whether the TROC website could offer a noticeboard-type discussion forum, but the complexities of setting up such a thing, monitoring

it, and taking responsibility for any advice which might be published there, is considerable; and it would not easily have the picture- and video-sharing facilities which already exist on Facebook. It is easier to let the experts handle that side, and if you are particularly keen to take part in a discussion notice board, I would suggest you join that group.

Recently, Stephen Weblin posted an appeal there for information. He is chiefly interested in Triumph Heralds, especially the Vitesse, and also has a TR7 Sprint. He is a web-user on a large scale, and has pages on Twitter, and his own channel on You Tube; but he visited the Renown Restoration Group seeking copies of the Triumph dealership lists for post-war years. Some of the workshop manuals include a section which lists dealerships, in the UK and world-wide. He mentioned that he already had the dealership lists for 1951 and 1955.

I have checked my manuals, and sadly I was unable to help him. If any of our members reading this find that they DO have dealership lists for other years, **it would be very good to be able to pass copies to Stephen – please get in touch with the editor, who can arrange to scan them.** I did ask if Stephen would be able to let us have copies of the two lists he holds, however, and he was happy to oblige. In return, I was able to direct him to the August 2015 edition of the Globe, which carried Ed

Copcutt's article about the Fergus Motors dealership in New York. This was a very plush dealership run by the brother of Harry Ferguson of tractor fame.



This means that the Club has now acquired copies of the 1951 and 1955 dealership lists, and I have made them available on our website at the foot of the ‘History’ tab where you can consult them. If any members without internet access would like to check anything from these, please contact the editor or John Bath our Historian, and we shall be pleased to assist.

Unfortunately, it’s not often possible to make a link to a dealer just from the registration number or the commission number of a car. The registration number can tell us the registering authority – usually a county or city – and can confirm the date of first registration to within a couple of months. The commission number can tell us, from records held by John Bath the club historian, the exact date of manufacture of the car, and often with supporting details about the original colour and specification. However, neither of these necessarily reveals which dealer might have first launched your particular car to its first owner.



If you are fortunate enough to have a good trail of paper documentation with your car, you may have additional clues which can fill in the gaps. In some cases this will even include the original receipt, and you have no need to go searching in dealership lists, except if you wish to check whether it all matches up.

In the case on the left, it doesn’t exactly; this Isle of Wight garage was not the main Triumph dealership, located in Sandown. The 1951 list only includes main dealerships, and the Ryde garage is missing. The 1955 list however is much more comprehensive, and the listing is indeed shown as we would expect.

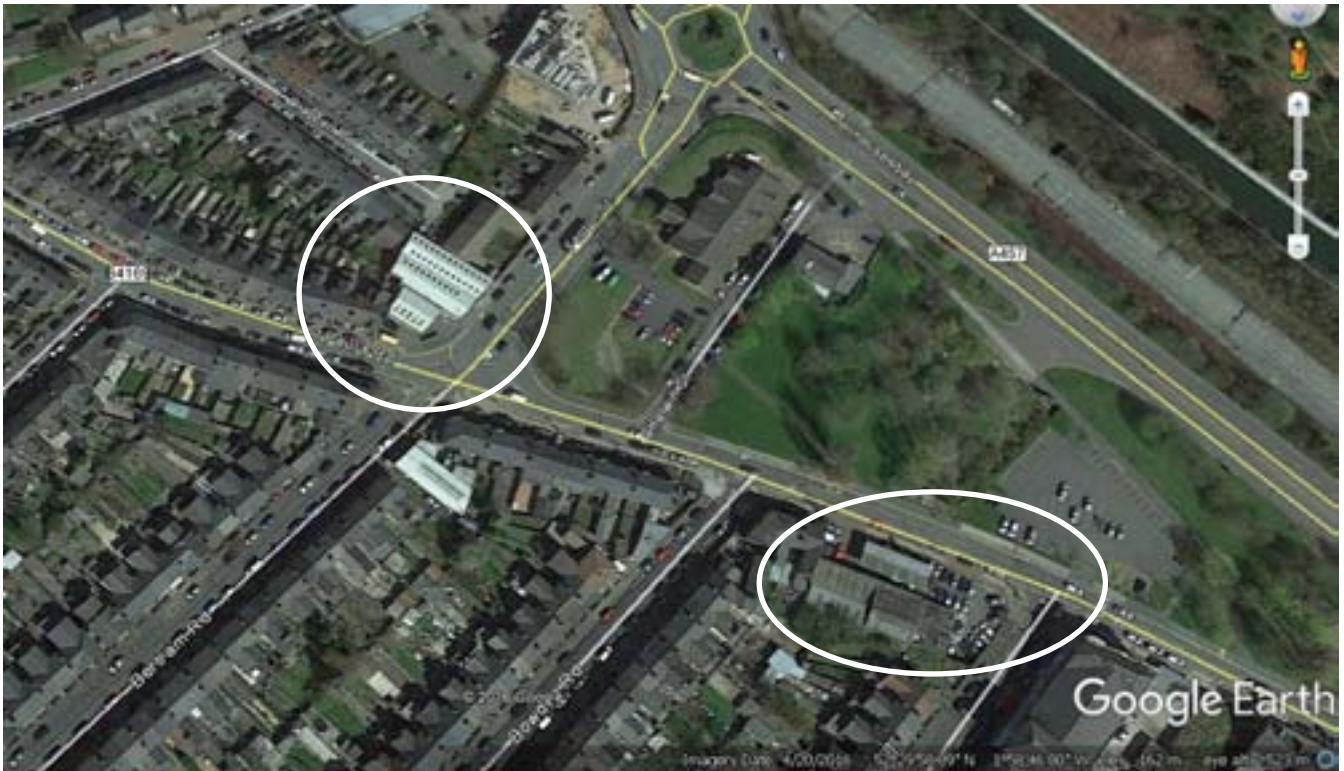
In the case of my own car there is very little early documentation available. It did exist, frustratingly, but it was passed by the previous owner to a ‘restoration expert’ with the car when it was due to have a full refurbishment in 1992; then sadly the restorer experienced a house fire. The car was returned with no work done and all the paperwork lost forever.

The car, however, still has the original number-plates. From the registration number it was known to have been first registered in Birmingham, but additionally the rear plate is subscribed ‘E E Brown, Smethwick’. Nothing else was known of the first owner; we only have the history of the car from the family memories dating from about 1965 of the people from whom I bought it in 2004. I was therefore quite keen to trace anything more that I could of the Birmingham connection; but with the name E E Brown the trail dried up. I could find nothing from internet searches on that name, and Companies House records available on the internet don’t go back that far. It would mean contacting Companies House directly, and I put it on the back burner awaiting some day when I might have more time.

Stephen Weblin’s dealership lists however have re-opened the line of enquiry. I looked for E E Brown amongst dealers in Birmingham – none – and then Smethwick. There I found an entry for the Empire Garage, St Paul’s Road, proprietor E E Brown. Bingo!

Back to the computer. Google Earth is a wonderful tool, and I am amazed that more fuss is not made of it. To be able to take the whole world in front of you, spin it around in space, and to zoom in, and in again, so close that you can see clearly objects as small as a telephone box or a car; to be able to super-impose a street map with road names; tremendous. You can spend hours just cruising around the peaks of the Andes, or following the great rivers of Africa, or tracing the route of the G219 through Tibet from just north of Mount Everest westward to its end at the western end of the Taklimantan Desert, a mountainous 1,200 miles from end to end. (Which road, in all the world, would you most like to drive in your Renown? Answers on a postcard please...)

In this case though I quickly located St Paul's Road in Smethwick, and inspected it for possible garages. There were three possible sites, one still clearly a showroom of some kind.



Two of the possible garage sites; the third (below) looked much smaller, and was anyway at the point where St Paul's road became Cemetery Road; it's probably not in the correct road.



From here I switched to Google Street View, and inspected the three premises from road level. In case you are not familiar with this, Google have sent camera-cars along every road in Britain – and most other countries – recording the images around them. This is then almost-seamlessly stitched together by the computer so that you can see a panoramic view from any point along the road, captured at that moment in time.



So in street view I learned that the upper site marked on the first overhead picture has since become a carpet warehouse outlet. It does look very much as if it could once have been a garage, but if this was once the one I'm looking for – I would be out of luck.

The remaining large garage looked much more promising.



From the image I was able to get a telephone number, so I would be able to call them and ask if this was once the Empire Garage; but there are other resources too. Searching for 'Warley Motorpoint' led me to several business directories, all happy to tell me that Motorpoint is a large syndicate of garages, headquartered in Wolverhampton. The frontage and showroom area has been rebuilt at some time I would guess ten to fifteen years ago, but the aerial view showed that the workshops to the rear are substantial and evidently older. This looked like a good candidate. However, I also checked out the small garage at the far end of St Paul's Road.



It looked too recent, but – after peering through a magnifying glass and trying different angles – I thought I could decipher the name John Edwards on the sign-board above the office entrance. Back to the business directories, and there it was; J Edwards garage services, Cemetery Road Smethwick. It supplied a telephone number, so I rang this one first, expecting to be able to eliminate it from my search before moving on to the most likely number. Rarely have I made such a fortunate decision!

I explained my quest. Had this garage existed in the 1950s, previously been known as Empire Garage, proprietor E E Brown? “No, and no,” replied Mr Edwards. “This was opened in 1964 and was previously known as Boundary Garage.” Ah well, I thought, it is as I expected. Then he added “But if you phone back at about ten o’clock tomorrow you can speak to my father, who is now in his seventies, and I’m sure he’ll be able to help you because he did his apprenticeship at E E Brown.”

What a fabulous piece of luck! I phoned back as suggested and had a long chat with John Edwards. He was able to confirm that the Motorpoint garage at the other end of St Paul’s Road had indeed been the E E Brown premises, and that they had been a Triumph dealer, though by the time of his apprenticeship in 1961-63 they were more BMC. Jimmy Brown had been the sales manager, and Frank Brown was the senior manager and looked after the mechanical repairs and maintenance side. They had 11 mechanics working on the site, they sold Esso petrol, and in his days there he chiefly remembers them selling Nash/Austin Metropolitans and lots of LDV vans and commercials, and BMC ambulances. Smethwick Motors, now the carpet warehouse, had also been BMC agents. John Edwards’ own story involved several interesting classic cars, and after leaving Brown’s he had started his own business, including the Boundary Road premises which his son now runs.

Tom Robinson has recently told me he has met someone who worked at Standard-Triumph in his youth, and is hoping that he will be able to collect some more history of our cars from that source.

So I now have tied up one loose end in my own car’s history, and some day I’m going to have to make a little pilgrimage to Motorpoint. I want a photo of my car on the forecourt, with me alongside with a raised finger, as if saying “About this car you sold...”



The red line indicates the route of the G219 in Tibet, one of the most isolated and untravelled roads in the world. Alternative suggestions are welcome.

OTHER CAR HISTORIES FROM EARLIER DAYS

Another car whose history we can follow in some detail is the Limousine LVC 313, TDC 2017 Lim, owned in 1975 by the Scrope-Shrapnel family, founder-members of the Club. It later passed to Arthur Pocock, who owned this and another limousine for many years, and then was exported to the USA where Dan Pilcher is now the proud custodian in Texas.

You might think that it's a rather unfortunate coincidence of names for the Scrope-Shrapnels to share their family name with a very unpleasant type of military weapon, but in fact the word shrapnel is named after the family. Colonel Henry Shrapnel invented the shell as an anti-personnel weapon, a development of the grapeshot or canister rounds previously used, and it was used by Wellington at Waterloo. In those days killing as many enemy soldiers as possible was a necessary and desirable action, and both the Shrapnel shells and Napoleon's were engraved with the motto 'The Final Argument of Kings'.



The Shrapnel family seat was at Midway Manor in Bradford on Avon, built in the 1700s from the profits of the cloth trade but passing out of family ownership in 1892.

We see here the Scrope-Shrapnel's other razoredge, a TDB dating from November 1952, posing outside the handsome façade.

Below, the same car at Farleigh Hungerford Castle, near Bath.

We have since lost touch with this car. It was last heard of in the early nineties when it had passed to a young man who was intending to restore it, but the Government's on-line MoT records show no sign of it having been road-tested. They cover the period from 2005 to the present, so it seems likely that the car is lurking in a garage somewhere awaiting time and money; or that it has ceased to exist.



OUT AND ABOUT IN 2017

Most people's tyres are vulcanised, but here Graham Sinagola is giving his whole car the Vulcan treatment. This was in the company of the Manchester Historic Vehicle Club, who have an extensive programme of events throughout the year. Their oldest and youngest vehicles are pictured below.



The MHVC was founded in 1967, making them eight years older than TROC; they celebrate their fiftieth anniversary this year.

A 1904 Sharp and a 1981 Triumph Spitfire.

Below, member Mick Harris had his TDC out on Drive-It Day at Earsham Hall, Norfolk in close company with an almost equally handsome TR4.



On the roads on Drive-It Day I was excited to spot a Razoredge travelling up the A3 near Guildford, and rushed to get the camera out and capture a photograph; but it transpired to be our chairman Chris Hewitt's TDC, and I missed the picture anyway. Still, well done for showing the flag, sir.

Robin Hewat, who is a member of both TROC and the Roadster clubs, organised an informal pub lunch meeting for like-minded souls in the East Midlands / East Anglia region on April 1st at the Addison Arms at Glatton.

The Renowns seen below are the TDCs of Tom Dolby and Robin Hewat, and five Roadsters in total joined them. A third Razoredge owner was also present without the car.

This is just the sort of local gathering we hope that members will be able to arrange, whether through our 'What's On' section or through other routes.



MYSTERY CAR

Vali Petrescu, from Romania, asks if anyone knows what became of this car, seen for sale on Ebay in 2016. It is no longer listed, and there is no indication of what might have happened to it or where it has gone.



The colouring is quite unusual, so hopefully someone will spot it and we might learn more.

Those are continental registration plates, but we are not sure which country might issue that format.

If it is a UK registration but made-up on foreign plates, that would be possible; OLH 281 was a London registration from about December 1953, though this does not look like a TDC.

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 afterwards!

(It doesn't have to be super-special. It's always good to share Razoredges out and about.)

Are the events which 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!

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 is a special rate of £4.60 for entry to the Rally, **on showing the front cover of this 'Globe'**; or including entrance to go round the House is £9.60 – unless you are a National Trust member, as I know many of our club are, in which case it's all free. 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/>)

17th - 18th June

The Footman James **Bristol Classic Car Show**, one of the major events of the Classic year in the south-west, at the Shepton Mallet showground.

Sunday 18th June

The Peaks and Dales Charity Run: a choice of 70-mile or 50-mile routes through beautiful countryside. Starts from Marple in Stockport; ends at the Pavilion Gardens, Buxton where all the participating vehicles will be displayed. Participation costs £16, but visiting the final display is free. To take part contact Chris Parr on 0161 427 1363.

Sunday 18th June

Bromley Pageant of Motoring, at Norman Park, Bromley: Peter James Insurance are offering special deals on this meeting, and we know many TROC members are with Peter James – if you are interested, click [THIS LINK](#). It is a large, well-established and well-organised gathering for all manner of classic and other interesting vehicles. 3,000+ classics expected.

Sunday 18th June

NOT SURE ABOUT THIS ONE: the **Grantham Classic Vehicle Show**, at Queen Elizabeth Park, Belton Lane. Includes auto-jumble and trade stands. The last time we passed through Grantham was when trying to visit a nearby National Trust property, and it took a full half-hour to get through the traffic-clogged town centre. I'm amazed they would do anything which might attract more cars. If any member knows better, please let us know.

Tuesday 20th June

At The Plough and Flail, Mobberly, Cheshire – no booking required, just drop in and enjoy the lightest evening of the year in the company of assorted classics. A similar drop-in also happens the same evening at the **Lordship Arms, Benington, Hertfordshire**.

Wednesday 21st June

A similar drop-in midsummer evening rally at **Melton Mowbray Golf Club**, with the additional lure of a free Colston Bassett Stilton Cheese for all attending in a classic. (Did you know that true Stilton comes from Melton Mowbray, NOT Stilton?)

Meanwhile on the same evening from 6-9pm the whole market-place and town centre area at **Beverley in Yorkshire** will become a classics-only re-creation of bygone times. If you are there in a Razoredge, please send us some photographs!

22nd – 25th June

The **Goodwood Festival of Speed** in Sussex is “the largest motoring garden party in the world.” Too much going on to describe here!

Saturday 24th June

Feckenham Wake car show has a good selection of very early vehicles as well as post-war; it runs from early afternoon into the evening, ending with a mass ascent of hot air balloons. Feckenham is just south of our 2017 TROC rally site.

Sunday 25th June



Razoredge
present

Lymm Festival of Transport, Cheshire: part of their Festival Week, with masses going on – classic cars, historic boats, buses, steam, Spitfires.

Sunday 25th June

Little Waltham Open Gardens, Chelmsford, Essex – Peter Seabrook will open this charity event where many of the pretty village gardens will open their gates to be viewed, whilst classic cars will be dotted around. If this sounds like a pleasant day to you – participate! Contact Hazel Clements on 01245 360 513.

Sunday 25th June

Midsummer Road Run, Norfolk: starting from Dearham and finishing somewhere south of Norfolk, a 70-mile navigation. Lovely country. Participation is £26; contact Martin Newsom on 01502 716 280.

Sunday 25th June



The Strathmore Rotary Classic Tour may still have available entry slots as you read this; it sets out from Forfar and concludes at Glamis Castle for high tea and presentations, having covered 120 miles through some of the most beautiful scenery in the British Isles (which is saying a lot). It is purely a tour, without any competitive or timed element, so you should find your insurance will raise no objection to your participation – though it's always wise to check. Details are available at <http://www.caledonianmsc.com/> and there's a prize for the car which has driven furthest in order to take part...

Sunday 2nd July

Club Triumph are organising a **Warwickshire Summer Scatter** rally: a treasure-hunt type set of clues, some easier and some fiendish, which will lead cars around the county. It is initially open to Club Triumph members only, but will be opened to other clubs if numbers permit. See the Club Triumph website for details.

30th June – 2nd July



The Standard International Rally, Kenilworth. Discover more about our sister-company cars at this, the largest and longest-established Standard rally now in its 58th year. There is an Open class for non-Standard cars so your Razoredge will be welcome, and of great interest I'm sure. "The Standard Motor Company bought the Triumph car company in 1945 and all post-war Triumph cars were designed and made by the Standard Motor Company in Standard factories. Whilst many are familiar with Triumph cars, the parent company's products and the Standard marque generally have largely been ignored, except by owners. One of the club's aims is to change that, highlight the cars' qualities and give them the recognition they deserve."

Left: on export to India, the Herald was marketed as a Standard.

1st – 2nd July

North Norfolk Railway Vintage Transport Festival

Norfolk Tractors, the Daimler and Lanchester Club and the Lowestoft Classic Club all come together with one of the best steam railway trusts to make a memorable event.

From Sheringham Station.



7th – 9th July

British Grand Prix



Number of cars attending: 20. Silverstone. If you're looking for a car which is the polar opposite of the Razoredge, these are they. In price, in carrying capacity, in road-holding, fuel consumption.. How many ways are there? But would you swap?

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 popular 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.

13-14-15th October



Razoredge present

Pickering 1940s Wartime Weekend, which incorporates the North Yorks heritage steam railway and takes place at stations all along the line.

At Goathland (TV Heartbeat’s Akenfield) the whole main street is off-limits for moderns and you’ll find a Razordge parked up near the station.



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!



Bromley Pageant 2017!

One Make Parking - Car, Driver & Passenger, Just £10.00

Be part of the show and display with other classics owners in the famous one make classic section. Tickets are priced at £10 and include the entry for the car and driver.

[BOOK YOUR ADVANCE TICKETS HERE](#)

Individual Display

If you have a Stationary Engine, Tractor, Hot Rod, Commercial, Military, Competition Car, Pre-War, Custom Cars. Tickets are priced at £5 and include entry for the car and driver.

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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). 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 had some work is needed on paintwork and chrome. I find it a pleasure to give it a good home! Car and owner have been in the area for many years. It has had the equivalent of an MOT done while serviced. Offers over £5,000 please.

SOLD

BUT STILL FOR SALE:

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. Bonnet. 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: TD 3717 DL, YSK 489. Grey, with blue interior. In good, largely original condition, and in good working order – ready for use straight away. Has been with the present owner for 25 years; detailed history available – see Globes from April and June 1993. A former winner of the TD/TDA class award at the Club rally, this stylish elegant car represents a very affordable classic at virtually the price I paid for it – offers please in the region of £5,500. Craig Pillans, 01507 602 844.

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 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 TDB 2024 registered NUM 629. No MoT, some work required on bodywork. Good running engine and £400-worth of spares and workshop manual will be included in this reluctant sale. More details from David Jones on 07833 059 154.

FOR SALE, TD spares, steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

FOR SALE - The club now has in stock a restored rolling chassis for a TD 1800 Saloon complete with back axle and front suspension, in excellent condition. All enquiries to Chris Hewitt 01483 282140. Also many other parts available.

FOR SALE: for TDB/C models only, centre instrument panel. Plus pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833 or Email sue@sdalton.plus.com

FOR SALE, Rear jacking points for TD and TDA models, £65; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary repairs, £65. Postage extra. Keith Gulliford, Tel: 02380 734 832. Email; keith.gulliford@talktalk.net.

SPARES FROM TROC FOR THE 1800 ENGINE

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

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

NOW AVAILABLE FROM TROC

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

WANTED FOR RECONDITIONING

Bell-crank lever and bracket assembly for the Renown

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

Also needed:

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

- all in any condition; contact Bob Hobbs.

IMPORTANT NOTE: Please be very cautious when 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.

BLEEDING BRAKES

The process of removing air trapped in the system and not the process of becoming cross and swearing at them.

This maintenance topic is covered in both the owner's handbook and the Standard Vanguard manual. **One must be aware that failure to ensure that the job is performed correctly will have catastrophic consequences and could lead to fatalities.** Nothing that is written here in any way negates the instructions that Standard Triumph produced. However, over the 51 years that I have been looking after my Renown, I have bled the brakes on many occasions and found that additional processes can in some instances make the process quicker and less frustrating.

Most brake fluids are hygroscopic. This means that given half a chance they will absorb moisture from the environment. This is bad news for the brake system in that significant moisture content in the fluid can lead to serious corrosion in the brake pipes, the master cylinder and the wheel cylinders. The second issue is that under repeated heavy braking the wheel cylinders can become seriously hot to the extent that any moisture in the brake fluid can vaporize. If this happens complete loss of braking will result. Most manufacturers recommend that the brake fluid be changed every two to three years to ensure that it is free from any moisture. To do this of course requires the brake system to be bled.

The other normal reason for bleeding to be required is if the hydraulic system has been taken apart perhaps to replace a seal or a hose and so on. If this is the case then before starting work on the system do remember that the internal parts of the system must be scrupulously clean. DO NOT clean the internal surfaces with petrol or paraffin as the residues will not be tolerated in the fluid. If necessary rinse out the parts with brake fluid and then wipe clean with a lint free cloth.

Now to the bleeding operation.

An assistant will be required to operate the brake pedal whilst another person crawls around each of the bleed nipples, two at the back and two at the front. Some owners may have fitted non-standard bleed nipples that to some extent allow single person bleeding operation. These nipples have a spring-loaded valve arrangement that precludes air from entering the hydraulic system when the brake pedal is raised. The problem with this type of nipple is that if only one person is present it is more than a little difficult to see if air is still coming out of the bleed nipple as the brake pedal is depressed. More about this in a moment.

One will require the correct size spanner for the nipples, a short length of clear tube that is a good fit over the head of the nipple, a glass jar that can hold around half a pint or 250ml of liquid and a supply of clean fresh brake fluid. Whilst mentioning brake fluid it is pertinent to note that most brake fluid types are sworn enemies of cellulose paint. If any fluid should drip onto any painted surface one has next to no time at all to remove it before the paint surface is seriously damaged. I have, rather frustratingly, "Got the T shirt" as some might say, for doing this.

The clear tube should be able to reach from any of the bleed nipples to the bottom of the glass jar when the upper end is fitted to the nipple and the lower end is in the jar on the ground. Before starting to bleed the system, ensure that the master cylinder is full and during the bleeding check frequently that it becomes no less than quarter full. Failure to do this will result in more air being drawn into the system.



The workshop manual defines the process of bleeding as follows:

“Unscrew the bleeder screw one complete turn. Depress the brake pedal quickly and allow it to return without assistance; repeat this pumping operation, with a slight pause between each depression of the pedal. Observe the flow of fluid being discharged into the glass jar and, when all the air bubbles cease to appear, hold the pedal firmly down and securely tighten the bleeder screw (nipple). Repeat on all wheel cylinders.”

“Dirty fluid should be discarded. Clean fluid should be allowed to stand (covered to exclude air) for several hours for any micro bubbles to clear from the fluid before it is reused.”

Note that each time the pedal is depressed the air and/or fluid discharged from the system will leave space in the master cylinder. Check the level frequently and learn how many pedal depressions are safe before refilling is required.

At this point one might hope that having followed the “official” instructions the system will be ready for the road. If one is really-really lucky it might be so. However, this will rarely be the case and in all probability the brake pedal will still feel “spongy” or even crease the floor carpet when pressed.

To help improve the process I suggest that some of my experience be applied. My normal procedure is more or less as follows:

1. Persuade the wife to take a rest from her passion for gardening and come to help.
2. Slacken off the Micram brake shoe adjusters in each of the brake drums – two in each front drum and one in each back drum. (Reason for this to be described later)
3. Start at the front driver’s side wheel followed by the front nearside, then each of the rears in turn.
4. Establish with the gardener that the brake pedal is to be depressed on the call of “DOWN” and released on the call of “UP”.
5. Undo the bleed nipple and call DOWN. Whilst the pedal is still down just tighten the nipple enough to stop air from being drawn in as the pedal is then released on the call of UP.
6. Repeat 5 above until no bubbles appear.
7. Move to the next wheel and repeat once the master cylinder has been checked and refilled if necessary.
8. Repeat the process of 5 and 6 until each wheel position has been covered.
9. With all the nipples tight, call for the pedal to be pushed firmly several times. This will drive fluid into the wheel cylinders, aided by the extra piston movement due to the Micram adjusters being slackened off.
10. Return to the first wheel and having fitted the tube again, call DOWN. DO NOT undo the nipple until the pedal has been pushed as far as it will go. When the part time assistant advises that the pedal has gone as far as it will go THEN undo the nipple quickly. The piston in this wheel cylinder will now return rapidly to its rest position followed by the others as the system pressure is released. This rapid expulsion of the wheel cylinder’s contents helps to drive out any air bubbles that were trapped in the cylinder.
11. Repeat 5 several times and check for bubbles.
12. Repeat stage 10 for each wheel.
13. Go round each bleed nipple and check that all are firmly tightened.
14. Return all the Micram adjusters to their correct position and check the brake pedal feel.
15. Check the master cylinder fluid level and top up if necessary.

16. If the system has now been purged of any air the pedal should be firm. If not then most of the above actions from 5 onwards should be repeated. If the pedal gradually goes on down whilst it is being pressed then this indicates that there is fluid leakage somewhere in the system. If this is the case then that leak **MUST** be found and corrected. Remember that leaks can be anywhere. Typically pipe joints, faulty seals in the wheel cylinders or the master cylinder, flexible brake hoses or the metal pipes. If one of the metal pipes has to be replaced be sure that the ends of the pipe have the correct “flare”. If this is not done correctly the pipe joint will in the first instance probably leak and worse than that, under very high pedal pressure, such as an emergency stop, the joint may very well fail completely.

All should now be completed and the car ready for use. As with any maintenance work on the car **DO NOT** undertake it unless you have the skills required to ensure safe completion of the work. As I stated at the beginning of this article, the additional processes described here, over and above those defined in the workshop manual, do not detract from the official process but have been found to bring about a quicker completion of the bleeding process.

Many years ago the brake servo on my Renown failed. I was travelling in a 40mph zone and, having a slight doubt about the brake system given a “grunt” from the servo on the previous application of the brakes, I was being very cautious and started to brake about 150 yards before the junction. To my horror, the brake pedal went straight down to the floor with no resistance whatsoever. Rapid pumping of the pedal made no difference. Given that I was approaching a STOP sign at a cross roads I applied the handbrake as hard as possible and changed down to as low a gear as the engine would stand. The car came to a halt about 100 yards on the other side of the cross roads. Fortunately there was no traffic on the main road! The moral of the story is that the handbrake is not much use as a device to stop the motion of the car if the main braking system fails.

by Bob Hobbs