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# THE GLOBE

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Three surprising  
'new' discoveries

Plus: Club Rally  
Report

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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)**

( List of Officers - withheld from online copy )

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

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

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

## EDITORIAL

Dear Razoredge Owners' Club Members,

We have in this issue details of several newly-discovered Razoredges which have appeared on the radar. It's surprising how many of these turn up; you would think, after all this time, that we would have heard of nearly all the surviving cars, even if they are not current members. I wonder how many more are quietly mouldering in barns, sheds and lock-ups, waiting for someone to "get round to it one day," or more often, for an ageing owner to pass away and for the inheritors to decide to sell. Details will be found on page 62.

A report from this year's warm and welcoming summer rally is overleaf, and accounts of other outings in which our cars have been involved. Do remember to drop us a line and a photograph if you are out and about in your car, whether at a rally or gathering or just for a pleasant trundle; it is always interesting to see what's going on, and may inspire or encourage others to do likewise. Since we have a number of new members in the past year or two, we also have an article on managing and driving a classic in the context of modern traffic and road conditions.

**At our next committee meeting, we shall be considering the format and contents of the Globe newsletter.** If there are changes you'd like to see, or if there's anything which occasionally annoys you – please let us know, by email or conventional post. Even just 'keep it going just as it is' would be good to know! We are aware that sometimes the contents include items which might be thought not very closely related to the Razoredge itself; should we cut those out? Do you wish for more technical or mechanical articles? Should there be a crossword or quiz? Is there anything which you find yourself thinking 'I don't know why they bother with that?'

The club has already a small selection of gift items 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, or an engraved whisky glass?

**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.

*Editor*

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**We welcome new members:**

1210 Robert Alderman, of Chingford in London, with TD 3239, KLD 343

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**Our cover pictures for this issue:**

Front – Three remarkable finds turning up this month: see our article on page 62.

Rear – The cover of the New Zealand Vintage Car Club (Manawatu Branch) magazine for June this year, featuring Neil Farrer's TDB out on a run through the autumn countryside – see page 69.

2017 ANNUAL RALLY – HANBURY HALL, SUNDAY 11<sup>th</sup> JUNE

I was fortunate this year in having a much shorter journey than usual to reach the Club's annual rally, since instead of residing in East Kent we were staying in Shropshire for a few days helping celebrate friends' joint birthday and anniversaries. It was one of those occasions when you realise just how much there is to see and do in this little island; there are treasures of all kinds tucked away in unassuming small towns and villages. If you have not visited Ludlow, for example, I would urge you to find a spare day in which to do so, and whilst there not to miss St Laurence church. In Chester, a simple tour of the town on an open-topped bus (actually a 1964 Bedford coach, rebuilt in 1982 as a replica of the London General Omnibus Company B-type, the first proper double-decker bus, which operated until 1927) – was a fascinating glimpse into history. There are for example three notable clock towers, each of which have clock faces to the north, the east and the south, but not the west – owing to a long tradition of resentment of raiding bands coming from Wales, and giving rise to the expression “wouldn't give him the time of day”. Apparently the by-law has never been repealed that any Welshman found in the town after curfew could be shot by bow and arrow. Fortunately relations appear to be more amicable today.



From our base it was only an hour to Hanbury Hall, a rather imposing William and Mary style country house, garden and park dating from the eighteenth century, which was our rally venue this year. We had been offered the grassy areas that line the drive to the main house to display the Triumphs. Once again we were joined by both the Triumph Roadster Club and the Triumph Mayflower Club; about 19 Roadsters and a half-dozen Mayflowers being exhibited with the Razoredges shown below.

The hall is owned by the National Trust and so there was a very good café and a shop. All those appearing in Razoredges were able collect a free cream tea, and several favourable comments were received. Those of us who took the tour of the house were regaled with stories of the rise and tribulations of the owning Vernon family from 1706 until 1962, including remarkable murals by James Thornhill of traditional

heroic classical themes. Our thanks go to Tim Newing of the Roadster Club who had undertaken the vast majority of the organisation of the planning and residential side of the Rally.

Early morning cloud threatened a shower, but gave way to a fine warm sunny day by the time our marquee was erected and most of our cars had gathered on the drive. Here are the cars:



Robin Hewat's TDC 772 DL, which was awarded second prize, and David Stansfield's limousine, TDC 2126 Lim. On both cars and on Graham Beechey's below, notice the position of the indicators: added where they do not detract from the lines of the car, but would they be sufficiently visible if used as hazard flashers? See page 60 in our article on the use of classics in modern road conditions.



Graham Beechey's TDC 47 DL, awarded third prize, and Pat Saunders' TDB 2451. Because of the reduced numbers attending the rallies these days we have changed over from having categorised awards to a simple first, second and third prize, which probably deprived Pat of the distance award – but he's won it before, having travelled all the way up from Southampton.

It's the first time in quite a while that Graham's car has attended a rally, since he and Alan Walton live near each other and have often attended travelling together in Alan's maroon TDB. This time they came in Graham's car and carried off the third prize.



Philip Clee's TDC 1179 DL, and Bob Hobbs' TDC 703 DL. Both cars date from the period when chrome was scarce and expensive, and our cars were given painted headlights rather than chromed, to keep costs down. When prices fell, later TDCs returned to chromed headlights. The full detailed list of minor differences and modifications like this can be found on our website, on the 'History' tab. Bob Hobbs's car won the rally first prize. Bob is seen here in animated discussion with a prospective new member, and to the right of the car chairman Chris Hewitt is talking to Michael Ring, over from Germany, and Jill Hobbs (inside car). Please accept the photographer's apologies that they have their backs towards us!



Finally, David Shulver's fine TD 2125. This was the only 1800 present, and David shared with us quite a rare sight: his car is one of the few fitted with a rear window blind. This was an optional extra for our cars, factory-fitted, and it was the first time I had seen one. The blind is operated by a draw-cord fed through the head-lining, to a small handle above the driver's head, and which clipped to a small hook near the sun visor arm when the blind was raised.



That's a splendid collection of trophies and badges on the front bumper and badge bar!

## 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!*

**4<sup>th</sup> – 6<sup>th</sup> August**



**Gloucestershire Team and Vintage Experience**, South Cerney Airfield, on the outskirts of Cirencester. A large gathering of many kinds of classic transport. Open 10-5 each day.

**12<sup>th</sup> – 13<sup>th</sup> August**

**Firle Vintage Summer Fair, Firle Place, Sussex**

Mixed classics at a multi-function gathering with antiques stalls, a visiting French Brocante, haberdashery and fashion; Victorian fairground rides and croquet on the lawn. Is this your sort of day out? Sounds like they might have collections of antique buttons...



**12<sup>th</sup> – 13<sup>th</sup> August**

**Bridgewater Classic and Vintage Vehicle Rally**, Somerset: a proper country fair, with all manner of classics plus tractors, motorcycles and commercials.

**Sunday 13<sup>th</sup> August**

On the Sunday, there are many similar gatherings: **Raby Castle Classic Show, Durham** with all types of classics in the Deer Park; **Warwick Market Place** hosts a smaller gathering of classics, with stalls and shops and pubs all around; also at **Ilkeston, Derbyshire**, and **Lowedges, South Yorkshire** and **Newbury, West Berkshire** amongst many others. Where will you be?



**Sunday 13<sup>th</sup> August**

The **Biggar Rally, Glasgow** commemorates and celebrates Thomas Blackwood Murray and Norman Fulton, very early motoring pioneers who in 1900 established the **Albion Motor Company**. Albion did begin with a light car, but soon became known for buses and commercial vehicles. The Biggar Club has several of these on show, and other classics are welcome. We are told the Gas Works may also be open for visits.



19<sup>th</sup> – 20<sup>th</sup> August

**Biddenden Tractorfest, Kent** is a large-scale truly rural nostalgia trip where you will see several of our engine-sharing Ferguson T20s amongst masses of other agricultural by-gones.

19<sup>th</sup> – 20<sup>th</sup> August

The **Tewkesbury Classic Vehicle Festival** is a large country fair expecting 800 classics, with the Midlands Air Ambulance and stalls selling items ranging “from jam to gaskets”. Classics and drivers are free-entry; just turn up on the day. Gloucestershire.

19<sup>th</sup> – 20<sup>th</sup> August

**The Weald & Downland Living Museum, Sussex** hosts a steam rally on its 40-acre site, with traditional steam-powered funfair and other attractions. If you have never visited this remarkable collection of houses and other buildings from all over the south, do consider it. A walk through history.

Sunday 20<sup>th</sup> August

**Wervik in Belgium** hosts the largest free classic car meeting in Belgium and Northern France. Day-trip, anyone?

August Bank Holiday Weekend

Event include: **Great Dorset Steam Fair; Morgans** at the 3 Counties Showground, Malvern; **Wings and Wheels at Dunsfold Park, Surrey**; historic sports cars at **Oulton Park Gold Cup, Cheshire; Pilsley Village Fete, Derbyshire; Little Gransden Air and Car Show, Cambridgeshire; Blenheim Festival of Transport, Oxfordshire; East Yorkshire Thoroughbreds** at Sewerby, Bridlington – and many more.

31<sup>st</sup> August –  
2<sup>nd</sup> September

**Salon Prive, Blenheim.** If you're looking for something really classy, and a chance to flaunt some serious wealth, this is probably it. “Britain's favourite automotive garden party returns to Britain's greatest palace.” The rarest and most desirable classics and supercars, along with a selection of the latest luxury brands and products. Their theme this year is a celebration of Ferrari, and there will be 70 on show, representing all the significant models from the 1940s 2-seaters up to the present day; plus a couple of hundred other supercars, hypercars, and so forth. Tickets are £295 on Thursday or Friday, but only £150 on Saturday, so that's a bargain. If you'd like to exhibit your Razoredge for the Concours, the entry fee is £2,000. Perhaps not this year, then.

Saturday 2<sup>nd</sup>  
September

**The Claydons Run, Oxfordshire.** Breakfast on a steam train from Chinnor to Princes Risborough and back; then a 35-mile run along the Chiltern Edge, over Kop Hill, to a coffee break at the World's End garden centre. From there along B roads to the Claydon Estate to finish; 70 miles in total. As a pleasant day out on an organised run, it doesn't get much better than this.

2<sup>nd</sup> – 3<sup>rd</sup> September

**Welsh National Vintage Extravaganza, Carmarthen Showground:** classics, steam, commercials; a vintage vehicle track run and even a road run for tractors.

2<sup>nd</sup> – 3<sup>rd</sup> September

**Beaulieu International Autojumble:** the biggest outdoor sale of motoring bits and pieces this side of the Atlantic, they claim.

Sunday 3<sup>rd</sup> September

Possible  
Razoredge  
present

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



- Sunday 3<sup>rd</sup> September** **Yorkshire Thoroughbred Club at Kirklees:** all classics welcome at this station on the Kirklees Light Railway.
- Sunday 3<sup>rd</sup> September** **Cholmondeley Castle, Cheshire:** Festival of 1,000 cars, incorporating the North West Classic Motorcycle Show. Near Malpas; £8 a head entry, but it looks a well-organised event.
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- Sunday 3<sup>rd</sup> September** **Brightlingsea, Essex: Family Fun Day.** They have so many events and activities going on I couldn't possibly list them: a live band, birds of prey, tug of war, award-winning fish and chips... and 200 classics of all kinds.
- 8<sup>th</sup> - 10<sup>th</sup> September** **Goodwood Revival:** THE classic sports car meeting, 1948-1966. Dress up if you feel like it.
- 9<sup>th</sup> - 10<sup>th</sup> September** **Manchester Transport Museum Heritage Weekend,** with bus rides on classic buses connecting different venues.
- Sunday 10<sup>th</sup> September** **Bus and Coach Wales at Methyr Tydfil:** there are also buses on the go in Wales, plus commercial heavy vehicles and classic cars. Heritage bus trips also take in the Penderyn Whisky Distillery and the Brecon Mountains Narrow Gauge Railway.
- 16<sup>th</sup> September** **Crich Trams Day, Derbyshire:** as many as possible of the Crich trams and other historic items will be up and running. Capture the moment in this very significant museum, inspiration of the whole preservation movement.
- 16<sup>th</sup> - 17<sup>th</sup> September** **Classic Car Extravaganza, Isle of Wight.** A two-centre event in Ryde and Newport Quay, and along the River Medina, on this wonderful gentle island where cars grow old and become classics naturally.
- Saturday 7<sup>th</sup> October** **MORGES BRITISH CARS MEETING 2017, SWITZERLAND.**
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- Possible Razoredge present
- 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.)
- 13-14-15<sup>th</sup> October** **Pickering 1940s Wartime Weekend,** which incorporates the North Yorks heritage steam railway and takes place at stations all along the line.
- 
- Razoredge present
- At Goathland (TV Heartbeat's Akenfield) the whole main street is off-limits for moderns and you'll find a Razoredge parked up near the station.
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*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!*

## INVITATION TO PLAN A ROAD TRIP

My sat-nav is by TomTom. I know others swear by Garmin, or always use Google Maps or some other app on their smart-phone; but TomTom's the one I'm used to, and feel at home with – which counts for a lot, in these days when almost anything appears to be becoming 'smart' and seems to be upgrading itself every other week to provide some incomprehensible new feature you never knew you needed.



A common reaction to the new technologies is to reject the lot, and stick to the tried-and-trusted paper maps and the phones we grew up with; but some innovations gradually prove themselves truly useful, and creep into our lives whether we wish it or not. Catch-up TV is far more useful than the old video-recorders, for example. Stories of self-driving cars from California might sound like a nightmare,



The shape of things to come – more advanced traffic jams? Or is all that traffic flowing safely, nose-to-tail, at sixty mph?

but our own motorways are gradually being upgraded to being 'smart' roads, as you might have noticed as early as 2006 on the M42; and since that change began, monitoring has shown that journey reliability has improved by 22%, personal injury accidents have been halved, and where accidents do occur, the severity is much lower. (Source: Highways England.) We might have misgivings about giving over the hard-shoulder area for use by traffic, but travelling at 60 you'll pass a refuge area (with an emergency phone) every 75 seconds on average. It means the motorways are being improved and enlarged with minimal building or loss of landscape; and apparently, it works. All this at a cost of "only" £11 billion between 2015-2020.

All this becomes suddenly relevant to us in view of a serious crash which took place on the M42 on Sunday 9<sup>th</sup> July. In earlier years that Sunday would have been the probable date of our club Rally, except that in 2016 and 2017 we have moved the date into June in order to be able to share the meeting with the Roadster and Mayflower clubs. It might be interesting and perhaps even instructive to our members, especially those who attended this year's Rally, to consider [Highways England's](#) detailed report of this incident, reproduced here from their website.

The online version can be found here: [M42 Closure Both Directions, Worcestershire, Sunday 09 July...](#)

## M42 Closure Both Directions, Worcestershire, Sunday 09 July 2017

The M42 in Worcestershire was closed in both directions between J2 and the M5 due to a serious incident involving 4 cars and a Heavy Goods Vehicle which resulted in damage to the carriageway.

At approximately 20:55 on Sunday 9 July, the Central Motorway Police Group alerted their Highways England colleagues at the West Midlands Regional Control Centre (WM RCC), of a serious road traffic collision involving 4 cars and a Heavy Goods Vehicle. We immediately set signs and signals at the roadside to warn motorists and rapidly deployed our Traffic Officers to assist the emergency services. Units at the scene confirmed that 3 of the cars had caught fire. Hereford and Worcester Fire and Rescue Service quickly attended and tackled the blaze. Crews from West Midlands Ambulance Service also attended. Sadly, an occupant in one of the cars suffered fatal injuries.



By 21:17, there was approximately 3½ miles of queuing traffic on the M42 southbound and 2½ miles of queuing traffic on the opposite M42 northbound, approaching the collision.



At 22:06, the Police allowed the M42 northbound to re-open, but the M42 southbound would remain closed through the evening and into the following morning while the Central Motorway Police Group conducted a full investigation.

A number of motorists were 'trapped' inside the section of motorway that had been closed on the M42 southbound, J2 — M5. Our Traffic Officers worked hard to help the Police turn around the trapped traffic and escort it safely back up the motorway so that it could exit at J2. By 00:30, all of the trapped traffic had been released.



Our 24 / 7 National Incident Liaison Officer (NILO) based at the National Traffic Operations Centre, published updated information to the Highways England website and engaged with our customers via the @HighwaysWMIDS Twitter feed.

The NILO also provided real-time updates to the travel media and published the strategic diversion route.

Traffic approaching the closure of the M42 southbound at J2 was advised to follow the Black Hollow Circle diversion symbol via the A441(S) towards Redditch, to then take the A448(W) Bromsgrove Highway, before then taking the A38 southbound, to finally join the M5 at J5 (near Droitwich).

*(Note – this diversion route took the re-routed traffic within a few miles of **Hanbury Hall**, our Rally venue, and it would have affected all routes leaving the Rally site towards the north, west or east. The twitter feed referred to would have meant that those involved in the traffic delays who had embraced smartphones and Twitter would have been informed of this unfolding story as it developed. For those of us with less media savvy, the information is also used by the various radio programmes which deliver traffic bulletins, though obviously there is a greater delay before those bulletins reach the public.*

– Editor.)



Once the police investigation was complete, the difficult task of vehicle recovery and clean-up commenced immediately. The Central Motorway Police Group handed the scene over to Highways England at 04:52.

During work to remove the vehicles that were involved in the collision, it soon became clear that the intensity of the blaze had damaged the road surface. Highways England mobilised resources so that emergency repairs could commence as quickly as possible.

By 05:30, we had already begun to re-surface the damaged road and specialist equipment such as Hydroblasters were

being used extensively. As we continued to work hard to get the road re-opened as quickly as possible, queues on the M42 southbound approaching the closure at J2 (near Alvechurch) had grown to 1¼ miles by 06:35. At 08:22, Highways England had completed the emergency repairs to the damaged road surface. It was then safe to re-open the M42 southbound.

Highways England would like to thank our all of their customers who were affected by this incident for their patience and understanding throughout.

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All this sounds brilliantly well-coordinated and efficient, although it is not likely that those stuck in the closed section of the motorway from nine in the evening until gone midnight would have seen it that way at the time. We must also remember that this sort of incident is rare, and that motorways are very much the safest category of roads – don't have nightmares.

**It does have implications, however, for us as drivers of classic cars.** The Razoredge, either in the earlier 1800 format or with the 2000 and 2088cc engines, should be capable of cruising at 55-60 mph with another 5-10mph in reserve in times of need; and Dirk Devogeleer's epic completions of the Round Britain Reliability Run in 2014 and 2016 showed that cruising at 70 is realistic and sustainable for a properly-prepared Razoredge fitted with overdrive. Most of us would consider that to be comfortably acceptable for motorway use. It's still not the same as driving a modern car, however, and members should remember to observe the following key points:

- Our brakes are drum brakes and are far less efficient than modern disc brakes; they are more prone to fading when hot, and we have no ABS to enable us to maintain full steering control when braking hard in an emergency. In consequence it is vital to keep a safe distance from the traffic in front, and to be alert to traffic conditions several cars ahead so that we can give ourselves the extra time and space needed, well in advance of any incident.
- Our manoeuvrability when changing lanes and cornering is much more cumbersome than a modern car, especially for those of us who retain the use of cross-ply tyres. Other motorists often don't realise this, and may be surprised how much we need to slow down for bends and especially roundabouts, which have a left-right-left 'slalom' effect.
- Our lights and indicators – depending on the exact arrangement on your car - are not necessarily in the places other motorists expect, and in addition to signalling in good time we need to keep

an eye on following vehicles to check they are responding to what we are doing. It IS a legal and acceptable use of the horn to warn a motorist behind, as well as in front of you, if necessary – but not to express your frustration at the ignorant fools who cut in too close in front. (Apart from the illegality, if you hoot at them, they may well not realise what you're hooting for and react by braking – in which case you could be really in trouble.)

- A good technique on motorways is to adopt a slowish lumbering lorry and follow a safe distance behind it. The great modern articulated monsters are limited and governed to 62mph, which is a suitable speed for most of us. Motorists overtaking you are very likely to continue straight past the lorry as well, rather than cutting in; and a heavily-laden truck is likely to have braking behaviour closer to our own needs. The disadvantage, of course, is that a large truck will obscure some of your view of the traffic further ahead. You are relying on the truck driver's view and appropriate speed management; but he has a higher perch from which to see, and is a professional, which usually counts for something. If his driving gives you cause for concern, find another truck.
- If travelling a long distance, on motorways or any roads, take more frequent breaks than you would expect to do in a modern car. It's more important to maintain focus and concentration, and it is how drivers in the fifties and sixties would have expected to plan their trips – with good reason. It also helps you avoid stiffness and body strain.
- Finally, do pay careful attention to the preparation and behaviour of your car, especially if it's not driven very often. Sustained high-speed cruising is not something any car from the 1940s or 50s was designed for in those pre-motorway days, and coupled with the summer temperatures of recent weeks many classics will be tested to the limits and found wanting, or at least gasping. The regular breaks are not only good for you and your passengers – give the car a quick check at the same time. Keep an eye on the temperature gauge, and carry spare coolant and oil.



If you should be forced to stop for a breakdown, will your indicators perform a hazard-light warning function? Even if they do, their placement on the rear wings of a Razoredge is often very low. You might like to consider carrying a magnetic orange flashing beacon, which can be placed on the roof (one of the steel panels of our cars, so the magnets will work), powered from a cigarette-lighter socket – if you have one fitted. If buying one of these orange warning beacons, look for an LED-light type, which uses less power, because the engine is not likely to be running if you've broken down.

This is the 12-volt LED Emergency Beacon from Agri Parts UK on ebay at £16.95. There are cheaper versions, but some comments from users suggest they are cheap for a reason – less reliable, and not such a bright light.

However, we began this exploration of roaming in the Razoredge with TomTom's suggestion that we identify our choice of road trips. Some of their suggestions and images are both stunning and stirring, if it's possible to feel both of those reactions at the same time.



This is on the Causeway coastal route, from Belfast to Derry in Ulster.

Other routes they suggest include the Nairn ring, in Scotland; the Atlantic Highway in the West Country, and some famous Italian and Spanish roads.

The April 2013 Globe cover picture below was supplied by our member Bernhard Ruest, of his car descending into a valley on a Swiss tour; and also in Switzerland, TDC 2082 Lim climbing up from Lake Lucerne. We have since lost touch with this car, which was for sale in 2014, but we believe it still exists.



On the left we have a New Zealand Razoredge alongside the Kingston Flyer. Tom Robinson had the rare privilege of being loaned a Razoredge by good friends in New Zealand, in which he was able to drive the length of South Island. His adventures were recounted in the August and October Globes of 2012, which are still available on the TROC website.

***So your challenge is:*** to drive a route of your choice, take a photograph of your car in a suitably impressive setting, and send us a brief description! If you can recommend a suitable hostelry for a good lunch along the way, or if you have any warnings or cautionary notes – I'm sure those will be appreciated by our members too.

## OTHER CAR HISTORIES – EXCITING (RE-)DISCOVERIES

You wait for ages, and then three come along all at once... In this case, we have news of three ‘new’ Razoredges, or to speak more accurately Razoredges not heard of for many years, presumed lost or gone to the great scrappie in the sky, but now, delightfully, discovered to be alive and chugging.

Our collection of new old cars began with a phone call soon after our rally, on 16<sup>th</sup> June, from a charming chap with a strong Irish accent, a Mr Seamus Nugent, ringing from Ireland, who said he had become the owner of a car, stored in England in a dry barn for thirty or forty years; that it was a 1947 Triumph with the commission number TD 919. He thought it was a Gloria. We discussed the name, clarifying that the Gloria was a pre-war car, for which it would have to be 1937 rather than 1947; but he did not think that was the case.

I have since heard from him again, and now we have the registration, GHP 909, and these pictures. The registration is from Coventry, June 1947, and is right for the commission number. This makes it the fifth-oldest 1800 known to have survived: TD 161 is in pieces, in very derelict condition awaiting a brave restoration, with Roland Gyger in Switzerland; TD 348 is the oldest running car with Gerry Mason in the West Country; TD 409 is Bernhard Ruest’s, seen in action on the opposite page; and TD 904 belongs to Jacques Faerber, also in Switzerland. Then comes this new find.



The car is basically sound, and it is reported that the engine runs. Seamus tells me the doors all close accurately, which is a good guide to the ash frame being sound and intact; but there is rust on a rear inner wing and to the under-tray below the boot – common failure points, but not difficult to repair. The pictures show some age-decay to the upholstery and the passenger side of the dashboard, but possibly nothing to cause great concern. At some point a dog-loving owner has mounted a canine mascot on the radiator cap. So much is clearly original, however – including the radio, which was an expensive extra in those days – that this is a very special find.

There is surface rust on the roof and some other steel panels; the running-board rubbers are gone, and the dry storage which has been good for the ash frame has also resulted in the leather upholstery drying out. Obviously rubber components will need careful checking. This car will need a sympathetic and careful re-awakening. The new owner will have to choose carefully between restoration and retaining the originality and patina.

A huge challenge, but it represents an opportunity very rarely found today. Anyone who agrees with Mr Nugent that this justifies an offer in the region of £6,000 will find his details in the ‘For Sale’ pages of this edition.





If anyone would like to see the full set of images Mr Nugent has supplied, which are high-resolution and can be enlarged for detailed examination, please contact the editor. The car is now in Ireland.



Our next rediscovery came in a message via Club Treasurer Bob Parsons, who had spotted this interesting conversion for sale online and suggested the Club might need it in case we ever get bogged down in a soggy field for a rally.



It was advertised for sale at a location in Hampshire, so I set out with my camera one sunny day to take a look. The owner is Mark Wint, who had previously owned a more normal Razoredge and had been a TROC member at that time; his car then was LPX 902, TDB 1972, which is now in Belgium – one of club member Herman Deroost's two cars. Mark used that car for weddings, and still has an Austin Princess and a Rolls for that purpose.



The conversion has been neatly and carefully done; although the cut-down rear doors no longer open. I would have thought they would make perfect easily-accessible compartments for suitable tools.

Mark was asking £3,450 for the car as it stands, but is not desperate to sell. If no-one offers he will be happy to keep it, and if that happens he says he will consider re-joining the Club. The car needs some work to be fully roadworthy; for example at present there is no driver's seat in place.

The conversion was made an unknown time ago. Mark acquired it from an owner in Shoreham. We have no record of NYA 854, TDB 4832, that I have been able to trace – though there are two cars early in the Club's history described as 'pick-up conversion' with no commission or registration numbers, so possibly this is one of those.



The huge indicator lights are perhaps appropriate for the rugged nature of the car's new role.

The final car of our trio was definitely once part of the Club, but became lost to our view many years ago. It is a delightful surprise to find it re-emerging into the light of day. EAN 905 is a TDB first registered in West Ham in about September 1951, and which in 1976 was owned by Keith Gibbins, who joined TROC in its second year, as member number 62, and served the Club for a while as spares secretary.



It is a TDB, despite the plain radiator cap; the one with the torch mascot was discovered inside the car, on a seat. The bodywork appears to be in good condition and one would hope this is going to be an easier car to bring back to use than the TD above; but with so long a lay-up, it will still need a great deal of attentive care.

After Keith Gibbins left the Club after a few years, understood to have moved abroad, the car was apparently stored and we heard no more of it until this month, when it has been advertised and sold. Paul Morgan, an office furniture dealer in Northolt, had bought the garage and contents; he advertised the car for £3,600 and has found a buyer. He has kindly agreed to pass our Club details to the buyer when he collects the car, so we may hope to hear more about it in the future.



Also for sale elsewhere at the moment is ex-member Richard Hargreaves' LDW 613, a TDC. He's asking £11,000 having reduced that from £13,000. He describes it as in very good condition, and what can be seen in the pictures would support that judgement.

In the USA, ex-member James Lea has said that his car will be going to auction later this month, and he is setting a reserve of \$24,000 (£18,500 at the current rate). By a strange coincidence, Club Historian John Bath recalls seeing a Mayflower on sale in Texas for the same amount – which would probably make it the world's most expensive Mayflower, if the price is achieved.

## 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](mailto: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 parts or cars to your requirements.*

**FOR SALE** – the fifth-oldest known Razoredge, TD 919 DL, registration GHP 909, first registered June 1947. This car is described as complete, original and untouched, and has been stored dry for thirty or forty years. Believed to have had only one owner; full documentation believed to be available. See article on page 62 of this edition of the Globe; more photographs have been supplied and are available from the Editor on request. Offers in the region of £6,000 are invited. Contact Seamus Nugent, 39 Lismore Crossmaglen, Newry, Co Down, Northern Ireland BT 359ET. Telephone 0035 3876 879 053 or 02830 868 493



**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](tel:01332771580). Derby area.



**FOR SALE:** 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. Contact: Colin Baxter, [phone number 07860 605079](tel:07860605079). Cheshire area.

**WANTED:** front bumper for a TD. Contact Alwyne Hill on 01142 469 154.

**WANTED:** Renown TDB or TDC. I am seeking an original car in "Concours" or "Mint" condition if graded on a scale of Concours/Mint/Good/Rough. Please contact Karsten Bech-Andersen (classic car club member) [with description, photos and price](#).

**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. [01733 577 301](tel:01733577301).

**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 15<sup>th</sup> September 1951.** Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14<sup>th</sup> 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](mailto: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](mailto: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 |

#### **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.		

**OUT AND ABOUT**

Three welcome accounts of outings by club Razoredges give some idea of the variety of interests our members follow. Graham Sinagola attended the 1940s weekend in Leyburn last month. He writes: “We drove to Leyburn in a deluge which the Renown's wipers only just coped with. But at least I now know that I have cured the internal leaks that emanated from the gutters and soaked the headlining. We were also glad to meet up with fellow TROC member Brian Wade for a second year.”



Below, in Leyburn; and enjoying some sunshine on the way home.



Whilst Graham was meeting wet summer weather in Yorkshire, Neil Farrer was out driving through the autumn leaves of June in New Zealand, and was snapped for the cover of his local car club. We reproduce the result on the back cover of this edition, making our Globe truly global in coverage. Neil writes: “The occasion was a Sunday run for Wanganui Branch VCC. We visited a group - mainly ladies – who have a "Steam Punk" event. They dress up and After the show several of us tried to

race small remote electric Cars around a basement car park. handle the remotes and we took the folk on a run around town.

The photo is of three ladies that were passengers in my Renown. Note the Union Jack flying proudly on the radio mast. This car with the flag caused a lot of interest around Wanganui today.”



A little nearer home, but continuing our international travels, we find Dirk Devogeleer taking his Razoredge to a mainly-Roadster historic racing event.

**Circuit des Ardennes**

Every 3 years the Circuit des Ardennes Commemoration fetes the first ever road races held in Belgium in 1902. Back then motoring was still a thing to wonder at, and the rich daredevils who owned a motor car were all too keen on taking up the challenge to race against each other; sometimes with fatal consequences as the 1903 Paris- Madrid race showed. Spectators were not really in the equation; the close-knit community only cared for who had the fastest car, or was the most daring in driving it.

Soon however the idea of selling the spectacle and using it to further one's sales figures took hold. Baron de Crawhez was one of the first to realize that in order to capture the public's imagination something more than a race from city to city was needed. He ventured the idea of racing a circuit on public roads, lapping the route more than once. Having the start and finish at the same place meant that the public did not have to wait for their Monday morning paper to know who had won. The first edition of his "Circuit des Ardennes" race was held between the cities of Bastogne- Neufchateau – Habay-la-Neuve, making a triangular track slightly longer than 85km which had to be lapped 6 times. After several successful events it was believed that due to the Circuit, the city of Bastogne in 1905 was making more money from the motorcars than from the traditional sale of its until then world famous charcuterie. Such was the prestige the races brought to the region that the Belgian government spend a cool million Belgian francs (some 85 million Euros of today's money) to "tar" the roads the race was held on, creating, to much acclaim of the period press, an incredible smooth surface to drive on. (Not like the sorry state of the Belgian roads now, then. )

For this year's edition we met with 7 other Roadsters from Belgium, Holland and UK. I also entered the Renown for friends to drive.



Offloading Dirk's TDB, reserve car for the Circuit des Ardennes



The Circuit des Ardennes Commemoration is held over several days. Friday is general registration and showing off the cars statically, while on Saturday the oldest cars drive their circuit, followed on Sunday by the “newer” cars. It makes Bastogne one gigantic free entry Classic car show with participants from all over Europe and cars ranging from the earliest race cars ( Morse, De Dion Bouton, Darracq), some of which had actually participated in the race, up to 1967 cars.



Having eight roadsters on the entry list made the sole Renown the far rarer car. Possibly partly due to her fresh gleaming paintwork she got a lot of approval from the crowds and commentators. As was remarked by one of the commentators these cars have always been in the shadows of their rag top sisters and were not long ago considered hardly worth saving. Seeing one, like any saloon version of a convertible, on the roads now in

good condition is far rarer and possibly even more rewarding than setting eyes on a Roadster.

Originally we brought her because of her reliable mechanics and intended to have her as a backup car in case one of the roadsters broke down. Entry to the event is expensive enough not have to watch from the sidelines! Thankfully her services were not needed for this reason, and Hans (my RBRR co-driver) was left free to chauffeur 2 friends of ours (who had chickened out from bringing their own roadster from UK) round the Circuit in style. Alain, my other RBRR partner in crime, also assisted us during the weekend. Learning from his driving experiences on the RBRR he preferred to assist by organizing an astonishing roadside picnic spread for the participants, while watching the older cars drive by on Saturday.

Our cars were by no means the oldest, rarest or most valuable ones to participate but a gaggle of eight Roadsters followed by a Renown with the drivers and passengers in period attire surely got noticed. Thankfully, not as broken down static displays, although we had some “failure to proceed” moments. One of the Roadsters suffered rather badly from our drive over the Belgian cobblestones, first shaking loose one of the headlights, which had to be removed for safekeeping, then the starter motor refused life as the connections had loosened, and some skilful containing of the precious Lucas smoke was called for. Thankfully, it was not bad enough for the use of fire extinguishers. Another incident was when the throttle cable came undone, and when a stuck carburettor float caused flooding the cylinders of another Roadster. The most annoying was a bad contact in the ignition key of my car. This left me standing on the start line fumbling with sparkplugs, contact breakers and fuel delivery until a chance wiggling of the ignition key brought her back to life.

The Renown also was not to be outdone: the banjo connection on the carburettor slacked off causing a fuel leak which was smelled rather strongly inside the car. Both Driver and Navigator did not want to alarm the passengers and said nothing, pretending all was normal, until I dived under the hood, while both passengers (who also own a roadster so were not too quickly alarmed) did not dare to say anything thinking that this smell was possibly the norm with the Renown. A quick half turn nipping up with the appropriate spanner cured the leak and smell.

The entrance fee to the event is fairly hefty but even if you do not want to shell out for the privilege of having your car parked amongst other beauties and commented upon over the PA, there is plenty other activity ongoing in the streets of Bastogne to make the outing worthwhile. Every three years, for one weekend early in July, Bastogne becomes again the City that was put on the map as the Mecca for the Motorcar, before returning to its slumber and more mundane reputation of provider of fine Charcuterie.



## WORKSHOP TOOLS: MYSTERIES EXPLAINED

We are indebted to Dirk Devogeleer who has collected these insights through years of study and personal experience in the automotive workshop.

### Pillar Drill



A tall, upright machine useful for suddenly snatching the flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, before darting off to dent the freshly-painted project you had carefully placed over in the far corner where nothing could get to it.

### Pliers



An extremely versatile tool mostly used for rounding-off the heads of nuts or bolts, but can also be used to create bloodblisters.

### Skill Saw



A portable cutting device used to make studs and other items too short.

### Belt Sander



An electric sanding tool used to convert minor touch-up jobs into major refinishing projects.

### Wire Brush Power Tool



Will clean paint and rust off bolts and then throw them under the back of the workbench at the speed of light. Can also be used to remove fingerprints and hard-earned callouses from fingers in about the same time it takes to say "Oh sh--".

### Hacksaw



One of a family of tools based on the Ouija-Board principle. That is, it transforms human energy into a crooked, unpredictable motion and the harder you try to control it in any particular direction, the worse your future becomes.

***Do NOT try these at home any more often than you really have to.***

We shall continue this series in future issues, any time there's some space to fill.

## TECHNICAL QUERIES – OIL ADDITIVES

Graham Sinagola (TDB 5247) contacted Bob Hobbs, Technical Officer for the TDB and TDC models, with a question about oil additives.

Hello Bob, I have bought a bottle of Redex oil additive that is supposed to help with small oil leaks and 'condition' gaskets. Before I use it I wondered if you or any members had tried it or similar?

Bob replies:

Graham, I have heard of many additives but I'm not familiar with the one you mention. I suspect that the chances of success will depend on which gasket on the engine one is attempting to cure of its incontinence. There is not too much hope if the gasket in question is under pressure, eg the oil filter head to block, and indeed any thin paper gasket is not going to swell very much at any point in its life. The cork gasket of the rocker box cover might respond if you are lucky.

The down side of anything that can increase the viscosity of the engine oil in small gaps is that one must ensure that the really small and quite long holes up the centre of the con-rods remain clear. Lack of oil going up these might cost you a new set of pistons and liners not to mention the little end bearings.

Try it by all means but I personally would rather deal with the problem directly. As a committee member of the TROC Ltd, I would only recommend maintenance in accordance with the original workshop manual and the original driver's handbook.

Regards, Bob

## SECOND TECHNICAL TALE

Member Lloyd Evans writes from Powys and tells a tale similar to what many of us will have encountered: you set out to do one simple job...

I have written, some time ago, about how wonderful it has been to have a well restored car, reducing the amount of time needed for repairs. In looking back I think that will be at least four or maybe five years ago. How things change and all come at once.

I have continued to make regular use of my Renown and frequently will drive to work, a distance of about twelve miles. This is, of course, weather permitting. Rain or frost will mean other transport is used. Over the years the students in school have become used to the car, although they still admire it. All this is so very different from my time in school, when an old car was just thought of as a bit of a banger and to be laughed at.

As the years have crept on one or two minor pieces of work have been done but last year I noticed that in the hot weather, when going up hill the temperature would rise above normal. I had replaced the thermostat and cleaned out the water jacket as best I could. The last thing was to make sure that it was not the radiator itself. I decided to fit the spare radiator, removed many years ago from a car that had covered less than 40 thousand miles. This seemed to make matters better, so I have put the removed radiator to one side ready for a thorough clean.

*(Editor's note. In the 1950s some of the antifreeze additives on offer could lead to blocked radiator tubes. We know of one TDC in the Club that had this problem when only three years old and had always been "fed" rain water but with a well-known blue antifreeze in the system during the winter. The local radiator repair company claimed that use of this product often had the effect of providing them with work. Fortunately these issues are long gone to the history books and the son of the 1950s*

*owner of this car uses blue antifreeze from the same company. Sadly, cleaning attempts are often not successful as once a tube has become completely blocked the flushing and cleaning chemicals cannot pass along the tube in order to reach the blockages and dissolve them. Re-coring the radiator is the only sure way to resolve such problems. )*

Cut-through section of a radiator core. It's not exactly the same as ours, but they are all based on a similar principle: spreading the heated fluid through fine copper tubes and vanes in order to exchange the heat out into the air flowing past.



At the same time I noticed that the car had become slightly lopsided at the rear. On checking one rear spring was enveloped in a leather gaiter, the other was not. Using an old pair of springs removed from a previous Renown, I had a new pair made up by Owens Springs, an excellent firm who were very good to deal with. Although not cheap, I was also pleased when the springs arrived that they were already fitted with the Silentblock bushes. With work ongoing on the wheels and axles I examined the steering and found that new fulcrum pins and bushes were needed on the offside with a little less play evident in the near side. All was put back together although the cotter pins proved somewhat difficult to knock fully home.

I thought that this was enough for this year and so drove to work several days a week until one afternoon I was fortunate to get home. It sounded as if one of the valves had dropped and so, as the executioner would say, it was off with the head. Nothing was wrong but things seemed to go from bad to worse, I was unable to get the car to run properly, so took it to the garage. The fix has taken some time with several minor points being noted.

After careful examination there was a small gasket broken in the carburettor and as it was removed there were signs that air was being drawn in between the carb and the manifold. This was all carefully repaired, showing some improvement, but there was still an inability to idle, to run the choke had to be pulled out and even then the front three cylinders were running very light. The timing was checked and the points gap corrected. Eventually the problem was located as the inlet/exhaust gasket, allowing air to be drawn in, weakening the mixture.

All was put carefully back together only to find that the water pump was now leaking. It was beginning to feel a bit like painting the Forth Bridge, never going to stop. At the moment this seems to be all, the water pump has been successfully replaced but I think a new fan belt would be a good idea.

All this started, out of spite, just before the Annual rally. Especially annoying as this year it would have been a nice journey of about seventy miles. Never mind, next year perhaps.

Lloyd Evans



# THE TOURER



Driving through the Autumn trees - Doug and Diane Wilton's 1960 Ford Prefect followed by Neil Farrer in his 51 Triumph Renown

MANAWATU BRANCH

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