



THE GLOBE

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Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.

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

Chris Hewitt
Bob Hobbs

Always supply SAE when necessary. Cheques to be made payable to TROC Ltd.

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

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

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

EDITORIAL

Dear Razoredge Owners' Club Members,

The number of people in their 90s with a valid driving licence has now passed 100,000, according to the DVLA. It is not clear whether this statistic is meant to please the average motorist, or to terrify them; but for us it does at least hold out the hope that most of us have many years left in which to continue to enjoy the experience of manoeuvring the Razoredge gently through the countryside, annoying the Audis and Mercs who would like to pass the same scenery much faster – for some reason we have yet to understand.

In this edition, however, our front cover and the lead story concern rally driver Peter Clark, who really did drive a Razoredge like Jehu son of Nimshi, furiously. The results of his efforts may be seen in the photograph.

We also have further news of one of the 'barn find' re-discovered cars from the cover of the last issue; we have technical guidance on the use of electronic ignition timing, and our usual suggestions for events you might consider, and things wanted or for sale. Also, since this is one of our two black-and-white editions of the year, we take the opportunity to explore some old photographs which cast us back to the days when Razoredges were gleaming and shiny-new, a post-war world of austerity and aspiration. To conclude, we have a further instalment of Dirk Devogeleer's invaluable guidance on workshop tools, which was very well received by all who commented upon it. If that menu does not provide you with appetising morsels, please let me know what would suit you better!

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?' We have received no comments as yet, so at present we'll be just making our best guess as to what you'd like.

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?

Editor

Our cover pictures for this issue:

- Front – The Razoredge as Rally Car: our only foray into the Monte Carlo Rally ends in early disaster. The full story will be found beginning on page 77.
- Rear – Graham Sinagola's TDB at a 1940s meeting at the glorious Art Deco Midland Hotel, Morecambe. If any eagle-eyed member can name the makes of the remaining vehicles in this VERY classy line-up, I shall be extremely impressed. See also page 91.

A RAZOREDGE ON THE MONTE

In the October edition last year we carried a lengthy article from an Autocar journalist who had covered the 1952 Monte Carlo Rally in a TDB Renown, and who praised its excellent handling in the heavy snow of the bad winter they had in Switzerland at that time.

At the time, we pointed out that it wasn't so far-fetched to think of the Renown associated with the rally, because it was known that a Humber Super Snipe had competed successfully, and the pre-war Triumph Gloria had actually been right up in the contenders. Little did I think that a Razoredge had really ever entered the Rally itself.

I was wrong!
Here is the 1949 TDA of Peter Clark and Oscar Moore, number 139, looking terribly sorry for itself. That is, I believe, Peter Clark inspecting the damage.



We are grateful to members Mick Harris and Martin Field for uncovering the story, writing on the 'Triumph Renown Restoration Group' Facebook page, to be found here: <https://www.facebook.com/groups/1410142012571864/>.

I had been hunting unsuccessfully for a full list of entrants for all the Monte Carlo rallies that this 1949 TDA might have been running in, because it certainly appeared from the photo that we had Rally pedigree. The car appeared to have rolled, and to be badly distorted. Then Martin and Mick took up the story:

[Martin Field](#) From my walking Monte Carlo rally encyclopaedia, it was the Monte, 1949, Peter Clark and Oscar Moore. Started in Glasgow and hit a lorry in France.

[Mick Harris](#) And the lorry was a Renault. The story has been in the Globe before but not in any detail. Tony Clarke his son lived next door and told me many stories about his dad.

[Mick Harris](#) Mr Clarke used to race Frazer Nash and was well enough off to sponsor himself to race Jaguars. Among his friends was Stirling Moss.

With those clues I was able to dig further on the internet, and came across this account of the crash. They had indeed started from Glasgow, but been held up for an hour and a half with all the other Glasgow starters in Boulogne, by an over-enthusiastic mayoral reception. (Conspiracy theorists can make all they like of the fact that the final overall winner of the Rally that year was a Frenchman.)

Racing to make up the time, they hit the Renault truck which turned left across the road as they prepared to overtake it. Peter Clark later recalled:

"I am writing these notes because I was the mug driving when it happened. Yes, it can happen to you. Having always been rather scornful of people who go about having accidents, I am particularly chastened.

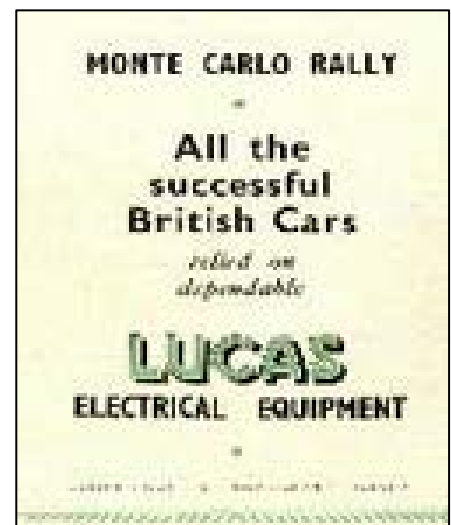
"It was, of course, all along of that fantastic delay at Boulogne, and we were pushing ahead all we knew, to make up as much of the delay as possible in daylight. The N39 between St. Pol and Arras is straight, not very wide, and undulating: from the top of a rise, I saw a lorry some 400 yards ahead, going the same way as ourselves: I gave several long blasts on the twin windhorns, but when we were about 40 yards away he put on his flashing trafficator and began to turn slowly — so very slowly — across our path to his left. I might have escaped the accident — or made it much worse — by going down the side turning with him. I elected to hit him right-hand front wheel to left-hand rear.

"Nobody was damaged very much. In fact, only Dave Price (who was in the back seat) bore any mark at all: he clouted his nose on the back of the bench-type front seat and will no doubt feel it swelling up again whenever anyone mentions Peter Clark to him. I said a number of things to the lorry driver, and when I was exhausted some kindly Dutch competitors in a Jowett Javelin took over. Then the police arrived, the senior one of whom was especially emphatic and unkind to the poor fellow who had, after all, only wrecked £1,200 worth of motor car and our chances in the Rally (and Dave's nose), by daydreaming."

Peter Clark's frank recounting of the crash brings back the cavalier devil-may-care spirit of the times, and the damage to Dave Price's nose is a reminder that even driving in the Monte Carlo Rally, the car had no seat belts. The thought of driving flat-out and hitting a ponderous Renault truck hard enough to do all that damage, with the driver, navigator and a rear-seat passenger all loose in the car is slightly terrifying.

TME 825 was first registered in about May or June of 1949, in Middlesex, and unsurprisingly is not heard of again after this crash.

Interestingly, there was also a Standard Vanguard entered in the Rally in that year, the first running of the Monte after World War II. It was driven by a Mr Finnegan, and came 35th overall. The overall winner was Jean Trevoux, and second was Maurice Worms, both French and both driving the Hotchkiss 686 GS; quite a coup for that maker. It was also a good year for Allards, four of which finished, in 4th, 8th and 11th places, with Sidney Allard himself completing the set in 24th place.



The Hotchkiss 686 GS, which won the 1950 rally as well; and L Potter with the leading Allard in 1949.

Triumphs have also contended in the Monte with the pre-war Gloria, and later with Spitfires, Vitesses and TRs, so it's a fine pedigree, though I'm sure very few owners would have expected a TDA Razoredge to have been amongst them. In the infamous 1966 rally, British Minis swept the board with 1st, 2nd and 3rd first across the line, only to be disqualified for 'headlights infringements.'

There is also a *Rallye Historique*, in which cars which actually took part in the Rally from 1955 to 1980 are allowed to have another go. The 2017 event took place from January 25th to February 1st in four days of demanding stages and controls.

This year, the main race, which is now the first event of the year in the World Rally Championships, saw new regulations and faster cars than Hotchkiss, Sidney Allard or Peter Clark can ever have dreamed about. The cars may have changed but the scenery is as uncompromising as ever. This year's rally was won by Sebastien Ogier in a Ford Fiesta, which cars also took second and third places.



Thierry Neuville, of Belgium, negotiating a mountain pass, leading the stage at this point; but not long after he hit a pot-hole and crippled his suspension, allowing Ogier the win.

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.

FOLLOWING UP AN EXCITING (RE-)DISCOVERY

In August we reported this interesting pick-up conversion owned by Mark Wint, in Hampshire. I'm delighted to be able to report that it has been bought by member Tom Dolby, who also has one of the only two known surviving Standard Vanguard ambulances in his collection of interesting vehicles.



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. 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.

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!

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.)

Saturday 7th October

Loch Ness Classic Car Tour, starting and finishing at Inverness Ice Rink car park, fund-raising for the RNLI Inshore lifeboats of Loch Ness and at Kessock. A tour of spectacular Scottish scenery by main and minor roads. Loch Ness is 22 miles long, and a good tour of Scotland's glens and highlands and islands should be on everyone's bucket-list of places to go in a Razoredge. What is life, if you have not visited Drumnadrochit in a classic car? ***Should we arrange a tour?***

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.

In Pickering the whole main street is off-limits for moderns and you'll find a Razoredge parked up near the station.



Sunday 22nd October



Razoredge present

Meeting at 12:30 at the Botolph Arms, 465 Oundle Road Peterborough, a collection of Roadsters and Razoredges for an informal lunch. Contact member Robin Hewat via the Editor if you're interested.

Sunday 22nd October

Three Counties Showground, Malvern: around 500 classics expected at this late-season meeting, plus autojumble and trade stands.



Sunday 5th November

Stoneleigh Park Restoration Show – find out all you could ever want to know about restoring a classic car. Comprehensive, and completely fascinating.

**Saturday 4th
November**

Regent Street Veteran Car Concours – the curtain-raiser for the London to Brighton Run (see below). Over 100 pre-1919 cars gather in Regent Street – so free entry to see the cars, and a chance to do some Christmas shopping.



Sunday 5th November

The **London to Brighton Run 2017** sets off from Hyde Park from 7am to 8:30; ends on Madeira Drive Brighton from about 10am to 5 pm. Our cars are only 30 years too young to take part, and make a great viewing-platform to watch the oldsters chug past.

The route follows the A23 down to turn off on the B2114 through Handcross Hill, Hammer Hill, B2115 to Whitemans Green, B2036 to Cuckfield, A273 to Burgess Hill and Clayton Hill, then rejoins the A23 at Pyecombe for the remainder of the run into Brighton. Anyone who can photograph a Razoredge with a veteran passing in the background is guaranteed the front cover spot for the December Globe!

4th – 5th November

Footman James Classic Vehicle Restoration Show, Royal Bath and West Showground, Shepton Mallet. Club stands, commercial stands, and the Charterhouse Auction. 9:30am to 4pm each day.

10th – 12th November

NEC Birmingham hosts the **Lancaster Insurance Classic Motor Show.** There will be a Roadster stand, but no Razoredge presence unless you'd like to volunteer! Very rewarding, but be warned – it's a big commitment of time. Contact the Editor if you might be interested.

Sunday 19th November

Newark Autojumble, Nottinghamshire: one of the best autojumble events for sourcing those impossible-to-find gems. Have a rummage and talk to experienced collectors.



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

THOUGHTS FROM UNDER THE BONNET

By Bob Hobbs, Technical Officer for TDB and TDC models

A question that is quite often put to me is whether it is “worth” fitting electronic ignition to our cars. This is often related to statements suggesting that starting the engine is not easy – sometimes when it is cold and sometimes when it is hot.



“I think I’ve found the source of that screeching noise you were hearing.”

There are several forms of electronic ignition available.

The simplest merely replaces the contact breaker with either an optical or a magnetic sensor system that electronically switches the current flow into the ignition coil. If correctly fitted this has the advantage that further routine checking of the contact setting and the periodic replacement of the mechanical contacts is eliminated. At first sight this may seem like a good idea. However, with minimal attention the standard contacts will last without trouble for the 10,000 miles that is the prescribed replacement interval in the service manual. For the vast majority of those running a classic car it will take many years to cover this mileage unless one is slightly deranged like me and take the car on an 1800 mile trip every so often.

A more complicated change to the ignition system is to introduce what is often termed capacitor discharge systems. These function by having a capacitor that is rapidly charged to several hundred volts from the 12 volt ignition supply and on receiving a signal from the distributor discharges the capacitor into the ignition coil. These systems have the advantage that even with a poor condition battery a good spark can still be obtained.

Perhaps what might be considered a real gilding of the lily is to replace the entire distributor with one that electrically determines what amount of advance to apply to the ignition timing from a look-up table that can be either pre-programmed into the unit or is user programmable. These units still use the same drive system from the cam shaft and still connect the output of the ignition coil to the correct spark plug.

The ultimate option is to have a system as fitted to most modern petrol car engines whereby a crankshaft position sensor sends signals to the engine management system which then performs all the necessary computations to provide sparks at the correct times. This system can be retro fitted to engines such as ours and indeed my son has done exactly this on his Series 3 Land Rover.

A significant disadvantage of all such modifications is that the routine servicing and inspection of the mechanics of the car will often reveal an impending problem such as water or oil leaks. Having anything fitted that reduces the need for regular under-bonnet inspections can therefore possibly lead to major failures that were preventable.

What are the real advantages of these systems? As originally designed, our cars would always be good at cold starting IF the owner or mechanic keeps the whole of the ignition system clean. This refers to the inside and outside of the distributor cap, the spark plug leads and the spark plugs themselves. All too often I see pictures of the engine compartments of members cars that are, to put it simply, filthy. The only aid to starting such a dirty engine is to have a system that produces a stronger spark; namely a capacitor discharge system. However, this can then lead to distributor caps being destroyed by having so much dirt on them that eventually there are sparks all over the cap that burn into the plastic and stop the spark energy from going where it should. Just keep it clean!

Hot starting our engines has always been more difficult. The problems here are that when the engine is turned off, the heat rising from the exhaust manifold tends to heat the petrol remaining in the carburettor and this evaporates and then forms a pool of petrol in the intake manifold. Though there is a drain pipe to allow this puddle to drain away and leave a puddle of fuel on the floor, nonetheless the whole induction system of the engine still has far too rich a air/petrol mixture to burn. To overcome this, if one follows the instruction in the owner's handbook, the remedy is quite easy to apply. This is that when starting the hot engine, we should apply between half to full throttle opening and NO choke and then operate the starter. After a few revolutions the engine will have drawn in sufficient fresh air to then allow normal combustion to commence.

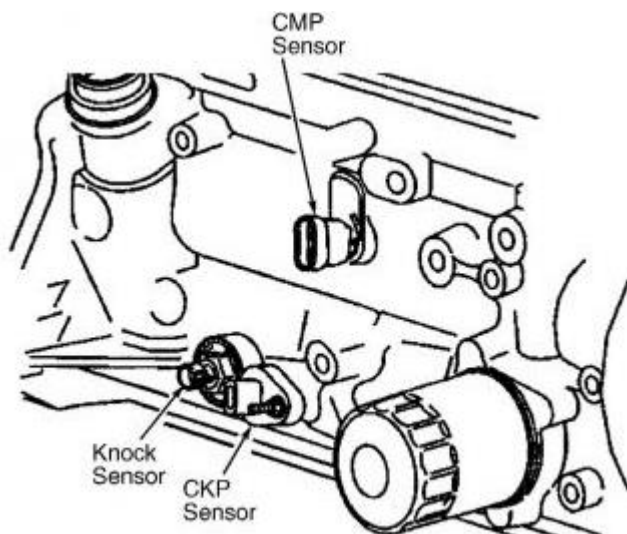
With unleaded petrol, and especially when ethanol is added, one commonly has vaporisation of the fuel in the feed pipe from the pump to the carburettor. When this happens it will require several seconds of running the starter motor to pump fresh fuel to the carburettor before there is life in the engine.

My own TDC had this problem and I have now routed the offending fuel feed in a fuel friendly pipe from the pump across to the left hand chassis member and then round the front of the engine passing below the radiator before passing along the right hand chassis member and then up the inner wing to the carburettor. Suitable clips hold the pipe securely in place. Since making this change I have had no further problems with hot starts.

Coming back to the question of is it worth fitting any of these ignition modifications all I can say is that my car now has 212,000 miles to its credit. All but the last 2500 were with the original contact breaker system. The car never had cold starting problems; but then my father who owned the car before me and I have always kept a clean engine compartment. Good starting and lack of oily smells when driving are the result. In my article last year when I described all the work needed before the car's trip to East Germany I mentioned my fitting of a 123Tune fully electronic distributor. This replaces the normal advance/retard systems and one can program the unit to allow for the use of unleaded fuels and the different driving conditions to which we now subject our classics.

“Just something else to go wrong”

Whilst researching in connection with this article, we came across this illustration:



The point, of course, is that if you have all these additional sensors so your car's computer knows exactly what the engine is doing and can adjust itself accordingly, but then there's a fault – in addition to fixing anything that might be wrong in the mechanicals, you must first check to see if it's just a malfunction in a sensor.

There is a great deal to be said for not complicating our classic's designed engineering unless it's really necessary.

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 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; email



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). New engine (fully stripped and re-engineered) less than 1,000 miles ago. 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: 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. 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.

FOR SALE: TD 1800, 'Marmaduke' – a treasured family member for 40 years. Age (mine, not his) causes sale. Also included – a complete set of 'Glen' wheels. The car has been in regular use, and has been re-upholstered, re-chromed, and professionally painted, complete history. Located in Knutsford, Cheshire. £4,000 – contact D Naylor on 01563 520000. 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

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

SPARES FROM TROC FOR THE 1800 ENGINE

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

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

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.

Advertisement



Makers and suppliers of the original



Peak number places

also...

as fitted to the

*new Triumph Town and Country Saloon, 2000
Saloon and Renown models*

Contact Steve on 07475 672 506 or at www.peakplates.co.uk

AUTHENTIC NUMBER PLATE SUPPLIER

The advertisement on the lower half of the facing page comes from a small firm in Derbyshire which has been making number-plates for classic cars ever since 1988, using original tools and presses from the 1930s – 1960s. Steve Cooks, who runs the business, tells me they pride themselves on making an authentic product which will last a lifetime. If any of our members have used them, or have need to do so in the future, we would be glad to hear of your experience and whether the plates match up to your expectations. Our Bob Hobbs tells me that although the Bluemels plates are better-known, new Razoredges were normally fitted with Ace plates, seen as the appropriately superior quality product.

Steve himself is a classic vehicle enthusiast, but his interests lean towards motor scooters, particularly the Vespa. However, a Triumph subsidiary did make a (not very successful) scooter for a few years, and examples can be found in the Transport Museum in Dover.



Surprisingly, there are two. On the left, the more capacious model is built by TWN in Germany. TWN stands for Triumph Werke Nürnberg. Triumph began making motorcycles in 1903, in Coventry and in Nürnberg. In 1929 the two companies split. In the 1950s TWN began making motor-scooters, which were all the rage in those days; and this is a 1956 Contessa, which had four gears, an electric starter, and was claimed to be able to reach 61mph – a scary thought, given that crash helmets were not compulsory then.

The little one is by the British branch of Triumph motorcycles at Meriden – a Tina, a low-powered

100cc two-stroke with an early form of automatic transmission, from 1962. It was aimed at the ladies, as a local shopper, and advertising focused on how easy it was to operate. Despite this, it only ever sold in small numbers, and possibly the reason for this was the automatic transmission, which worked by a centrifugally-operated continuous variable transmission. Great care had to be taken when starting it, not to over-rev, otherwise it could throw itself forward. Not a good thing if you've just put the shopping aboard.



A typically 1960s advertisement, presumably meant to represent the enthusiasm and excitement of the young couple taking delivery of their new Tina.

Once the idea has occurred to you that maybe the lady is giving the bike a good kicking whilst her husband laughs in derision, however, you may feel it works less well. One of the Tina's problems was its reluctance to start; another was the rock-hard front suspension. That black lump low on the front wheel is

a solid rubber block, which was all that cushioned the impact of bumps and pot-holes from travelling up through the handlebars to your wrists.

That said, they did sell 20,500 of them (at a launch price under £100), and at least 6,000 of the improved T10 which followed from 1965 to 1970; so – more of these scooters were made than our Razoredges. I do have a soft spot for them – designed as they were by Edward Turner, a similar irascible driving force to Sir John Black, and who also designed the Triumph Speed Twin, the Ariel Square Four I once owned, and the Daimler V8 engine.

RUMMAGING AROUND IN OLD ALBUMS

There is nothing so beguiling (and time-wasting) as rummaging through old photographs, newspapers and postcards, especially those that take us back to our childhood or a little beyond – to an age we remember more or less well, or have learned a little of from our parents and grandparents. It's the fascination of old tools or farm implements, and nostalgia for once-common objects now lost to us.

If I could have again the simple blue-and white enamelled candle-holder I remember from my early years, how I would treasure it! It was my trusty defender against the darkness as I climbed the stairs at night and tucked myself into bed before blowing out the candle. After electricity came, the last stage of the journey to bed became harder: the light-switch was on the opposite side of the room, so I had to switch it off and then make a leap for the bed in the dark, because of the unspecified things that might be lurking beneath it, waiting for a chance to grab my ankles. However, the candle-holder, once it became obsolete, must simply have been thrown away; why keep it?



There is a website called www.OldClassicCar.co.uk whose proprietor, Richard Jones, has made it his business to preserve some of these memories. He decided to gather all of the old car images he can find, and since 2001 he has amassed an enormous collection, categorised by make and model and cross-referenced by topics. The website now runs to thousands of pages. It includes both preserved classics seen at modern rallies today and contemporary photographs from years gone by, often with a little back-story provided by contributors. If you have an hour or three to spare, it is well worth visiting the site; but be warned: after you have checked out the pictures of cars which were of particular relevance to you – your first car, and cars you remember the family owning when you were young – it is easily possible to lose yourself for hours following obscure names and connections. Do not try this when there is something pressing at home which you really ought to be doing.

Old Classic Car's collection of Razoredges includes the following pictures, the first three contributed by Gregor Murbach. This is an early TDC, first registered in Brighton in April 1952, and seen here in photographs taken in 1953 when it was just a year old.



We have no record of this car in the Club, so far as I have been able to trace. In the third picture, below, it is believed that the family were on holiday in France in 1953.

Photographs reproduced with permission from Gregor Murbach.



The photograph tells much about the car and its owner: entering middle age, a little portly and thinning on top, but he has the comfortable wealth to be able to afford a thousand-pound car and a holiday abroad. The sort of person who would buy a Renown has also the solid respectability which requires the wearing of a tie, even on holiday; and this picnic lunch is no quick sandwich. They appreciate good food and the comforts of good living.



Another holiday snap in France was provided to Old Classic Car by Adrian Stella, but this car has travelled more widely: the radiator badges on this 1951 TDB include not only RAC and AA badges from the UK, but an AAA from the American Automobile Association and a Niagara Falls bumper-badge. Nothing further is known of the people or the car, nor why it has a large number on a sheet of paper tucked under the windscreen wiper – perhaps some kind of concours, since the car is so polished and the people smartly dressed.

The car is very close in registration to LXV 819, TDB 3844, an ex-member of TROC.



A final holiday snap, possibly from Dartmoor. This picture is donated with permission by Steve Given and passed on to us by Dirk Devogeleer. We know very little else about the picture – are they suggesting that the Austin is 1½ HP? Be that as it may, there is a smart TDC in the background.

WE ARE FAMOUS!



The photograph alongside is from *Classic Car Weekly* on Wednesday 13th September, and features Graham Sinagola’s car at the Midland Hotel in Morecambe – as seen on our back cover this issue. One of the Club’s aims, along with helping keep our cars on the road and supporting our community of members, is to raise public awareness of the car, and any additional publicity like this is very helpful.

Do keep the Editor informed of any such items that you spot, please, and do keep an eye open for opportunities like this to help promote our cars and activities.

TRIUMPH DEALERSHIPS

We have in the past traced the dealerships which first sold Bill Brewer’s TDB 6449 DL, and James Lea’s ‘Miss Ruffle’, both cars now in the USA. Bill’s came from Mantle’s Garage in Biggleswade, and James Lea’s from the Ryde Garage, Isle of Wight. Now, thanks again to Vitesse owner and dealership sleuth Stephen Weblin, we have some more.



This Standard Triumph dealership in Newton Road Bletchley. Picture courtesy of Standard Triumph Review, October 1959. I’m fairly sure that lurking in the shadows of the left-hand showroom is a Renown: there is very little to go on, but it is taller than the Herald on the right, and I can’t think that any other Standard or Triumph has the headlight placed in that position relative to the line of the front bumper. The site was previously farmland, and the sales office of the garage was for a while in the original farm house, behind the showroom.

Another dealership: S H Newsome of Corporation Street, Coventry.

MAY 1948

 Distributors of STANDARD, TRIUMPH and JAGUAR CARS 	 S·H·NEWSOME & CO·LTD DIRECTORS · S·H·NEWSOME · J·S·KNIGHT CORPORATION STREET · COVENTRY PHONE 5061 (3 LINES) · GRAMS · NEWSOME 5061 COVENTRY OUR REF. GB/KW YOUR REF.	 Distributors of <i>Ferguson</i> TRACTORS AND IMPLEMENTS 
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This is a more significant dealership because it will have been responsible for many more of our cars. A disproportionate number are Coventry-registered, including many which were subsequently exported. It may be that there were tax reasons for this. Cars to be exported carried no Purchase Tax, which was levied at a swingeing 25% for many of the years our cars were being made; it represented around £220 out of the approximately £1,000 cost (depending on options chosen).

**S. H. NEWSOME & CO.
LTD.**

**CORPORATION STREET,
COVENTRY**

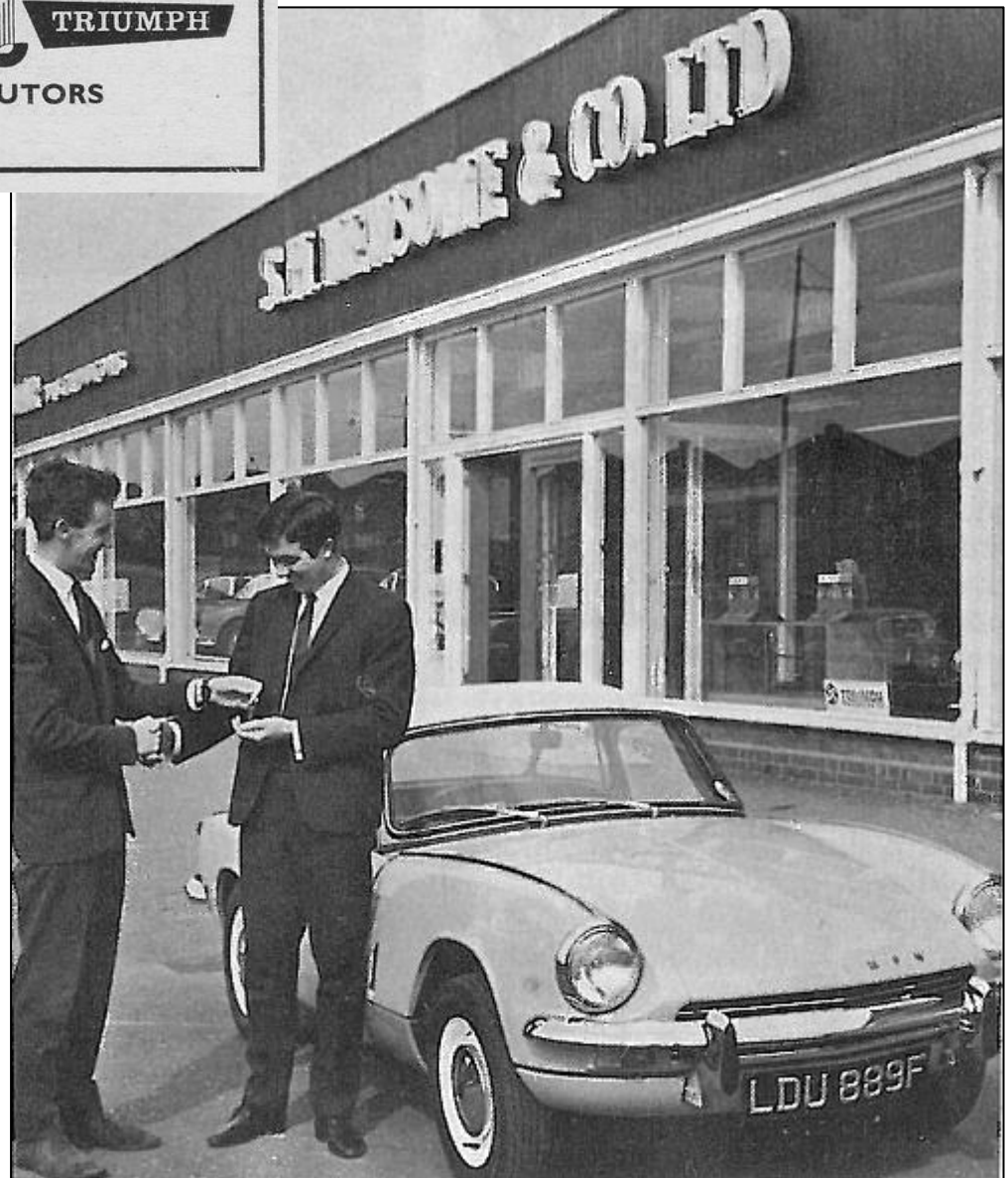
Tel. Coventry 25061

STANDARD  **TRIUMPH**
DISTRIBUTORS

.If your car carries an original Coventry mark (first letter from F to P inclusive, followed by any of these pairs: RW, WK, VC, KV, DU or HP; so, anything from FRW for the earliest TD 1800s in 1946, up to PHP for the last TDCs in 1954) – there is a good chance it passed through the S H Newsome forecourt.

Unfortunately it's not possible to trace dealership information from the registration, or from the commission number.

Below, Bobby Gould, Coventry-born Coventry City centre forward in November 1967, taking delivery of a appropriately sky-blue Spitfire.



WORKSHOP TOOLS: MYSTERIES EXPLAINED

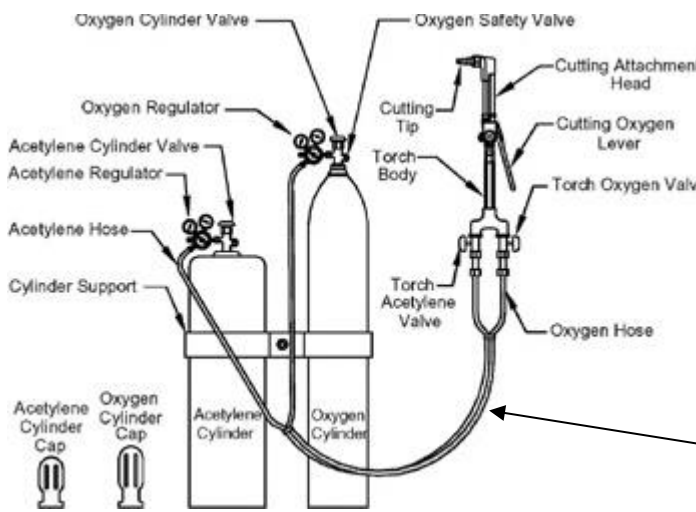
We continue our practical guides to workshop tools and their uses. Our thanks to Dirk Devogeleer for his insights born from years of experience.

Mole Grips

Generally used after pliers to finish the smooth rounding-off of nut or bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.



Oxy-acetylene Torch



The professional’s tool of choice used almost entirely for setting fire to various flammable objects in the workshop, but see also Mole Grip, above. Also handy for setting fire to the grease inside a wheel hub from which you were trying to free a bearing race.

NOTE: the standard cylinders are too heavy for any normal person to lift, and have no handles.

Always read the instructions thoroughly.

Gas supply pipes. Two sizes are available: ridiculously long, and not quite long enough. Neither will allow you to hold the cutting head at the angle you need.

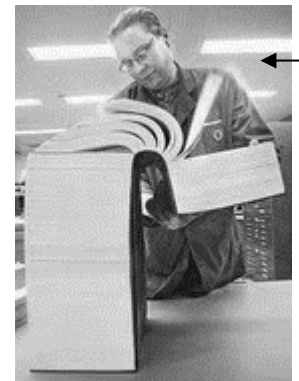


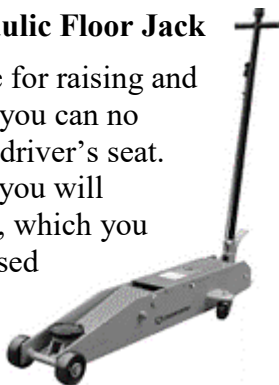
Table Saw / Bench Saw



A saw used to cut through the work piece and also part of the table/bench/chair on which you were resting it. If using a kitchen or dining room table, this is absolutely guaranteed to happen, especially if your spouse is out but due back any moment.

Hydraulic Floor Jack

Device for raising and where you can no on the driver’s seat. again, you will garage, which you expressed

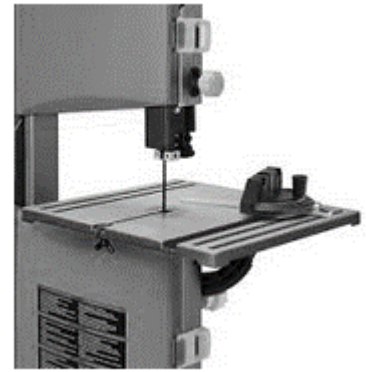


lowering a car for performing low-level work, but which must be placed longer open the car door to get the essential tools which you had placed After you have lowered the car, opened the door, and raised the car identify the *other* essential tool you need which is at the front of the can no longer get to because the door is in the way. After you have your mild irritation, you then have the opportunity to explain to your three-year old, who has entered the garage unseen, “What does that mean, daddy?”

/ continued overleaf

Band Saw

A large stationary power saw primarily used to cut good metal sheet into smaller pieces that fit more easily in the scrap bin, often as the result of cutting to the inside of the line instead of the outside.

**Engine Hoist**

A device for testing the tensile strength of everything you forgot to disconnect.

Cross-Head Screwdriver

Normally used for stabbing through the vacuum seal under oil, brake-fluid or any other cans where the contents, as they squirt up, will ruin your shirt. *Do not attempt to use on paint tins – see next item below.* Can also be used, as the name implies, to strip Philips screw heads and make you extremely Cross.

**Straight-Bladed Screwdriver**

This is the correct tool for opening paint tins. May also be used to convert common slotted screw heads into those smooth ‘security’ ones which have to be drilled out.



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

“THE BEST CLASSICS FOR YOU”

My email in-box regularly brings me advertising posts from Classic Cars For Sale and other similar websites, and sometimes these provide interesting leads which can be followed up and made into a little article for the Globe. This time, however, Classic Cars for Sale revealed a list of cars they thought might be just right for ME, featuring two Aston Martins, an Austin Healey, a Westfield two-seater and a Maserati Sebring valued at £290,000. I don’t think their claim to know what suits “YOU” stands up to close examination.



Maserati Sebring... Not for me.

However, it does illuminate one of the good things about owning a Razoredge. Our cars are comfortable, rather stately, symbols of solid middle-class respectability, and they look right when driven gently and appreciated as elderly-but-active classics. If you own a classic Austin Healey, doesn’t it cry out to you to be generous with the accelerator, savour the throaty roar, and push through the bends with panache? That’s not a good driving style to be asking of a car sixty or seventy years of age. I know which is the best Classic for ME, thank you very much, and I’m very glad I have got one.

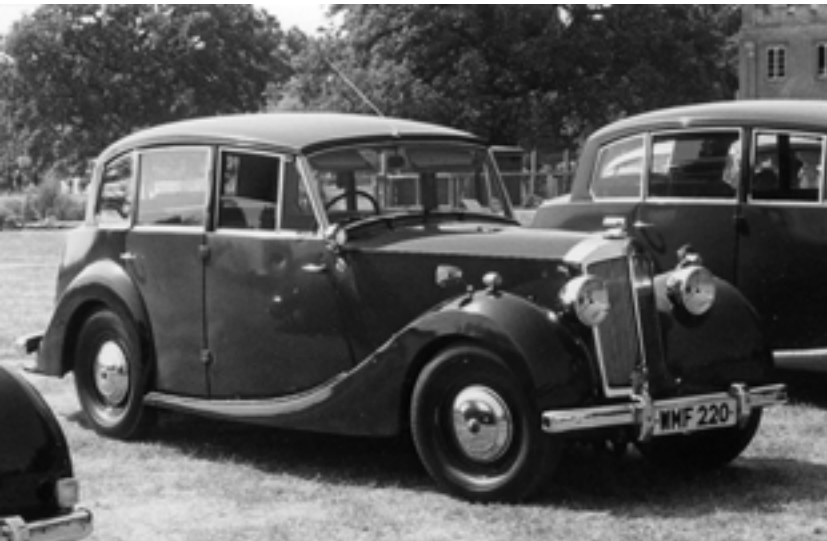
TROC VETERAN TDB COMES UP FOR SALE IN THE USA

We learned from David Pilcher in the USA, who owns a limousine, TDC 2017 Lim, (used to be LVC 313 whilst it was 'over here') – that there is a car well known to the Club coming onto the market in Iowa. This is being sold by Tara Copeland, who has inherited the car but regrets that at the moment she's not in a position to keep or maintain it herself. In 2005 it was purchased in Derbyshire and exported to America by her step-father, Carl Swank.



Photos: Tara Copeland

We'll carry some more pictures in the December edition, because the car is now a rich maroon with beige trim, and deserves to be seen in colour. Note the interesting use of wicker to replace the interior door panels – not sure whether that would reduce the sound-deadening effect of the original panels, however, because they have a layer of fluffy white felt padding between the surface Rexine and the door card itself.



The original colour was not maroon, however. Here it is in black at TROC's first national rally, at Burford in the Cotswolds.

WMF 220 is TDB 3738 DL, and was then owned by Derek Cooper, member 44 and one of our founder members, who continued to be an active member of the Club for many years.

Photo: John Bath

Tara is asking \$16,500 (£12,450), but of course prices in the States cannot be directly compared with values here. The car is quite original; the interior needs a little work in places. We are told it has been driven short distances from time to time in recent years. We wish her all the best with the sale, and hope to hear more about the car's progress in years to come.

