



THE GLOBE

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DECEMBER 2017

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Note: Annual Rate of Duty £12.10.
Quarterly £3.8.9

**EXTRACT FROM
REGISTRATION PARTICULARS**

Index Mark and No. MWK 783

(a) Taxation Class Private.
(b) Make Triumph.
(c) Colour Grey
(d) Type of Body Saloon.
(e) Propelled by I.C.E. Petrol.
(f) MANUFACTURER'S—
Description of Vehicle } Renown.
Chassis Type } TDC. 1753 DLO.
Letter & No. }
Type or Model }
Engine No. 1946.
Frame No. (Cycle) _____

(g) Rating _____
(h) ~~Seating~~ Capacity 2088 cc.
(i) Unladen Weight _____
_____ tons _____ cwt _____ lbs
(j) Date of original registration 4th JAN 1953
FIFTY THREE

BEFORE YOU USE ANY MOTOR VEHICLE ON THE ROAD, MAKE CERTAIN THAT YOUR INSURANCE AGAINST THIRD PARTY RISKS IS IN ORDER. IT IS A SERIOUS OFFENCE TO DRIVE WITHOUT PROPER INSURANCE.

DATE STAMP AND INITIALS OF ISSUING OFFICER.

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RECORD OF LICENCES

Amount Paid and Date of Expiry of Licence or Serial No. of Rating Book.	Date Stamp and Initials of Issuing Officer.	Amount and Expiry of Licence or Serial No.
£12.10/1	COVENTRY JAN 1953	
5/12/53.	COVENTRY JAN 1953	
£12.10/2	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/3	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/4	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/5	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/6	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/7	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/8	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/9	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/10	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/11	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/12	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/13	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/14	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/15	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/16	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/17	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/18	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/19	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/20	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/21	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/22	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/23	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/24	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/25	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/26	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/27	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/28	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/29	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/30	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/31	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/32	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/33	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/34	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/35	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/36	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/37	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/38	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/39	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/40	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/41	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/42	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/43	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/44	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/45	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/46	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/47	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/48	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/49	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	
£12.10/50	COVENTRY JAN 1953	
31.12.53	COVENTRY JAN 1953	

The complete history of a car unearthed

REGISTRATION NO. 2886923 ENGLAND
REGISTERED OFFICE: 9 WATER TOWER CLOSE,
UXBRIDGE, MIDDX UB8 1XS
<http://www.trocltd.com>
(Affiliated to the Federation of British Historic Vehicle Clubs)

SPARE PARTS: AVAILABLE TO PAID-UP MEMBERS ONLY. **Note: Bob Hobbs is not available during December 2017.**
PLEASE BE CONSIDERATE AND TELEPHONE BETWEEN 18:00 - 21:00 HOURS UK TIME.

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

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

Chris Hewitt
Bob Hobbs

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

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

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

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

EDITORIAL

Dear Razoredge Owners' Club Members,

Best Wishes for the Festive Season, from all your Committee.

At our last committee meeting, two of the current committee gave warning that they would probably not be standing for re-election to their current posts at the Club AGM next March. Since the current committee has been unchanged for many years, and your editor is the only newcomer for ten years or more, it would be a good thing to have one or two new members on the committee, particularly if they have skills or experience relevant to the Club's needs. New blood needed! If you would like to find out more about what's involved, or to offer your name for consideration, please contact the Chairman, Chris Hewitt. We shall request formal applications in the February Globe, when the AGM official notification and agenda is published.

I can assure members that the committee work is not arduous - we normally have only two meetings a year, at a central location (Biggleswade, Gaydon or similar) and unless you have a specific role like Secretary, Chairman, Spares Officer or Editor, all that's asked of you is to contribute some common-sense, and help ensure that the Club is run as you would wish. We are a friendly bunch, and do not stand on ceremony.

Also at our November committee meeting, one of the items considered was the format and contents of the Globe newsletter. We had been asking you in previous editions for any comments or requests for changes. Since the only comments received were very positive and favourable – for which, thank you very much – we shall be retaining the current format and style. One request was to maintain the present series of technical items and 'notes from the spares shed' and we certainly intend to do so.

Within, you'll find articles of interest and this year instead of a carol, a giant crossword which might provide some family puzzlement for a Christmas afternoon by the fire.

Editor

We welcome new members:

1213 Stephen Smith, of Send in Surrey, with TDC 889 DL, PUA 968

1214 Mark Gatiss, with LWK 223, a TDB

1215 Jeffery Sinclair, with TDC 2357 DL, SV 1974 (an unusual registration, but perfectly genuine mark from Kinross, November 1953)

1216 Harry Beacall, of Milton Keynes, with TD 3717 DL, YSK 489

1217 Alan and Angie Layland, of Ilfracombe, with JM 7350, TD 1874 DL (another rare two-letter registration but also perfectly genuine, from Westmorland 1948).

Our cover pictures for this issue:

Front – Documentary evidence, and what a tale it tells – see page 98.

Rear – The 'Christmas Advert' is not a thing invented by John Lewis and Marks and Spencer; here is the Triumph presentation from 1952. I think we pay more attention to detail today, however – notice the choirboy in the middle of the back row, bored and watching the cameraman – he's no angel!

TRACING THE HISTORY OF MWK 789

Recently our member Mike Sampson was out in his car, as you do –

“Making the most of the fine Autumn weather we decided to take our Renown for a little run out and pick up some shopping to make use of the trip. We called in to Chipping Campden and parked the car. When we came back to it a man ran across the road to me to ask about the car. Once he

had confirmed it to be a Renown he told me that he has a Renown original logbook for sale on e-bay. The log book is for MWK 783 originally registered in Coventry in 1953, the original owner being Harry Ferguson. I was told that the logbook has a high price on e-bay to deter casual buyers as he is keen that it should go back to the original car. He believes the car is still on the road and has a current MOT. I've looked through the latest membership list but couldn't spot it. Does anyone have knowledge of this car?"

Shopping in Chipping Norton is exactly what the town is for. 'Chipping' comes from 'ceping', a market, and is also related to the surname Chapman – one who buys and sells – and the German equivalent,

Kaufman. As well, of course, as giving us 'cheap,' which originally meant good value rather than just low price.

Be that as it may, that chance meeting in Chipping Norton has led us on a long and fascinating hunt. The man with the logbooks was David Blackwell, and he kindly sent us photographs of the key pages.

It was immediately clear that Harry Ferguson had not been registered keeper personally; this was "Harry Ferguson Ltd": a company car, therefore.

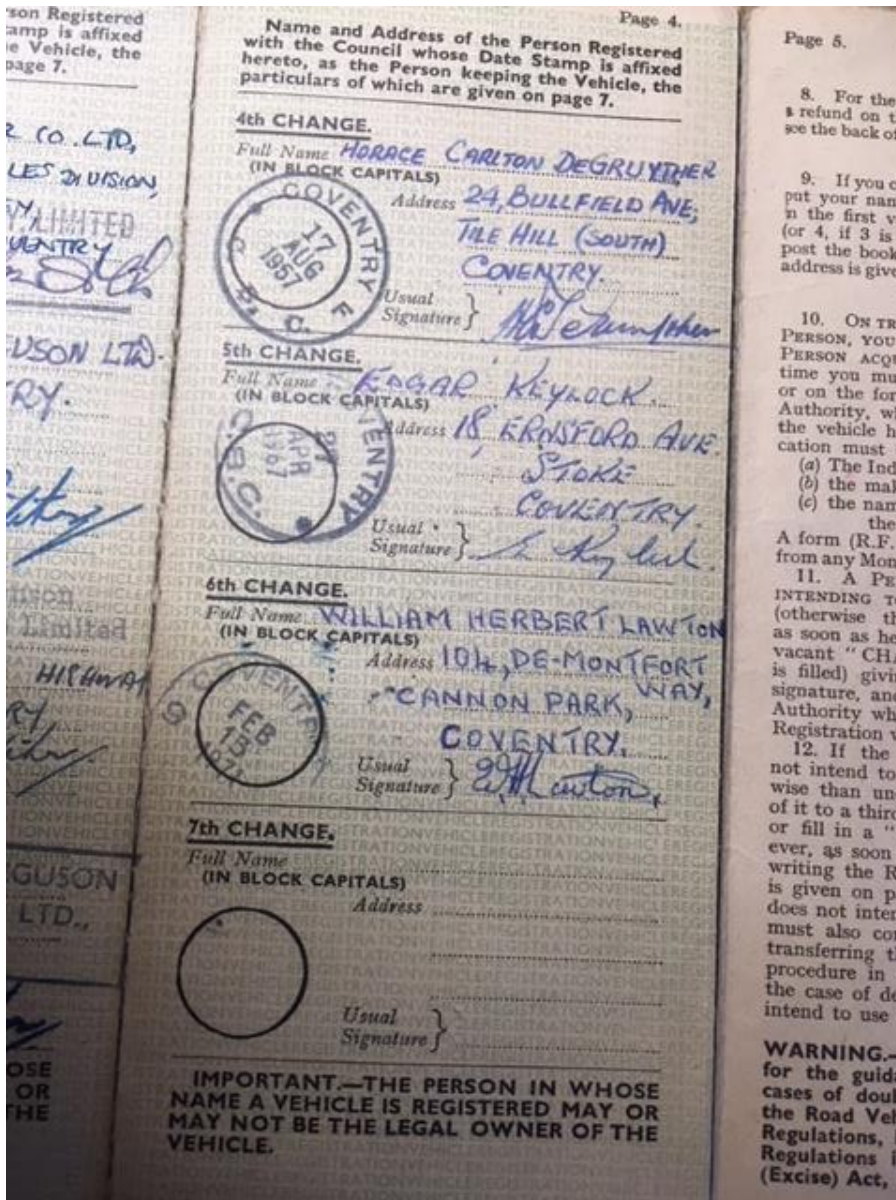
The first signature, for Standard Motors Home Sales Division, is illegible, and then the next three re-registrations on behalf of different branches of the Ferguson tractor company are by the same person, D Pitcher.

Presumably for the first year, from brand-new on 7th January 1953, the car was a demonstrator model with the sales department; after which it was passed to the Ferguson tractor company in some official capacity at which we can only guess. Very possibly Harry Ferguson could have travelled in it – but that's pure speculation.



We circulated the details of the car as we then had them to the several members of the club who keep records, and I started digging through an internet search of the other names on the log book.

Horace Carlton Clifford Degruyther was born in 1924, and by the age of 33 in 1957 had become the registered keeper of this car. He was a design engineer for Fergusons, and to have the use of that nearly-new car, and a new-built house, at that age, must have considered himself to be doing very nicely. He emigrated to Australia in 1966, to work for Massey Ferguson there, and died there in 1992.



24 Bullfield Avenue, Tile Hill – in 1957 a brand-new house, just half a mile from the Banner Lane works. Below: 18 Ernsford Avenue, East Coventry .



House images from Google Street View.



Image from Ebay, where ration books (and replicas) are traded – illegal during rationing itself!

Whilst we're in 1957, notice in our front-cover image of the title page of the log book, at the right-hand edge: there are stamps recording the road tax payments each year. In addition, towards the foot of that column, are entries for the issue of Fuel Ration Books, in 1956 and 1957. These were the result of rationing introduced during the Suez Crisis.

Edgar Keylock, the next keeper, was a Coventry man, born in June 1927, and had married Mavis Smith in 1953. He lived across on the eastern side of Coventry, and I have been unable to trace any record of him working at Fergusons. However the final listed keeper, William Lawton, lived over at the west of Coventry, near the Banner Lane plant, so it would be more than likely that both were Ferguson employees, and the car still owned by the firm. It is not known at what date William Lawton ceased to be the keeper, or when the car was taken off the road – but here our other records take up the story.

Whilst I was chasing these historical leads, Tom Robinson came back with the news that although MWK 783 had apparently not been in the Club, it had been advertised for sale in the October 1992 Globe. I located the October 1992 Globe from the complete set kindly donated for the Editor's use by our member Craig Pillans. Sure enough, the car was there in an advertisement quoting both the registration and the commission number, TDB 1753 DLO – a useful double-check against the possibility of typographical errors. The very honest description read: "Due to the death of the owner – for sale. Start made on restoration: brakes done, engine re-ringed, was running on trade plates in 1990. No MoT and electrics only partly done. Car complete, including handbook and parts list. Number of spares and re-chromed nave plates and rear bumper parts, radiator and shell. Rear wheel arch timbers also available. Offers invited."



Whilst looking through the October 1992 Globe, I noticed that in his report of the Club's summer rally at Stanford Hall, Stewart Langton had used a photograph of Craig Pillans' own car leaving. This will be of interest to our second-newest club member, Harry Beacall, who has just bought Craig's car, YSK 489, TD 3717 DL, described by our Technical Officer for the TD and TDA cars as "one of the nicest and most original cars."

Craig has had to give up the car because of problems with his eyesight, and we wish him all the best.

Club activity in 1992, when MWK 783 was changing hands. Photo: John Bath

The phone number given in the 1992 Globe advertisement was in Leamington Spa, which is a scant eight miles south of Coventry; but this name rang a bell for another reason. We had had a further email from David Blackwell, giving more of the history of how he had come to be in possession of the log-book.

"Thanks for checking out the club records. It was registered to the Harry Ferguson company of Coventry for many years. My uncle's garage was Lime Garage in Leamington Spa, he was a small Ford dealer in the 60s and early 70s then a Honda car dealer and then in the late 70s he became a Saab dealer. I seem to remember this Razoredge at the garage when I was a kid. I used to go up to his garage when I was 12 - 13 and mess around with the old bangers / scrap cars that were stashed at the very back yard of Lime Garage; there were Ford Pops and 100Es, Ford Consuls and Zephyrs and the like. I always had the hots for a Ford Popular but my Mum and Dad would not allow it. My Uncle died in 1986 and I was left his MG TC and a 1924 Singer 10, along with a dozen or so old buff log books, of which this was one."

Having this Leamington Spa link, I decided to take a very long shot: to ring the number given in the 1992 advertisement. I had to add a '1' into the 0926 area code, which is a reminder of just how long ago this was. Possibly I now hold the record for the longest-delayed response to a car advertisement. However,

we were in luck. A charming lady answered the phone, and took my 25-year-old enquiry in her stride. “Well, yes,” she said. “Triumph Renown... that was a long time ago. John, can you tell this gentleman about the Triumph you sold? I won’t hand you over to my husband,” she explained, “because his hearing isn’t up to using the phone these days.” Thus we entered a three-cornered discussion: I could hear John’s replies, and his wife relayed my questions. “The car was actually given to me,” he said, “by a local garage where the proprietor was a friend of mine. But I didn’t have the time to do what it needed – it needed a lot of work – so I passed it on to another good friend, Charles Haynes, who worked on it for years. He loved that car. But then he fell ill and died, and I was one of his executors, and I sold the car on behalf of his wife. I don’t remember who bought it... I think it was someone in Cheltenham. It still needed a lot of work.” I asked our informant’s name: John Holliday. “With two ‘l’s, the lady added.

Checking on the DVLC website for details of the car, I found it had been registered onto the computer database in 1993, the year after the sale, but there were no MoT or subsequent records. This suggested that the restoration had not been successful, and the car probably either scrapped or laid up in a barn somewhere awaiting rediscovery.

However, Tom Robinson now came back with further news: now that we had the commission number, he had a record of it going to Ireland with a new Irish registration of ZV 1444.

And there we found MWK 783 in the current club membership, under its new registration plate, with John McGlinchey, in Killygordon, Lifford.

John had sent me a photograph of the very car, decked out for his son’s wedding, a year ago, as shown in the December 2016 Globe; but the registration, of course meant nothing until Tom Robinson made the connection. The car is still going strong, and so our historical trail leads right to the present day.



Photos: John McGlinchey.

Ex- MWK 783, first registered by Standard Triumph as a showroom demonstrator on January 7th 1953. We have traced her nearly every step of the way to the present day – and long may she continue!

David Blackwell was able to confirm the Leamington Spa garage connection.

“Thank you for your mail. One name that your investigation came up with was John Holliday. I think he was a close friend to my uncle Ted Blackwell (Lime Garage); he called him Doc Holliday and I have a photo of John Holliday and my uncle on the London to Brighton run driving a Veteran car back in the early 80s . Regards, David Blackwell.”

The Lime Garage continued as a Saab dealership under new family ownership, but has now become a Kia dealership and has moved to Warwick. They say: “Lime Garages originally operated out of a converted Farm House in Lime Avenue, Leamington Spa, almost 60 years ago, first as a Ford dealer and latterly as one of the most successful Saab dealers in the country. In spite of the demise of the Saab brand we still have a loyal Saab customer base using our service facilities at Warwick Kia. Our family-owned business



was founded over forty years ago, originally operating the Saab dealership at Lime Garages, in Lillington. The group has grown considerably over recent years and whilst it no longer operates from the original site, we still retain the "Lime" Connection. It was in late 2003 that the premises on the Stratford Road in Warwick were purchased and Warwick Kia was born. The new site had been a retail repair outlet and has been attending to the motoring needs of the local community for more than forty years.”

The old Lime Road premises, now become a heating and plumbing engineer's. Although this area of Leamington Spa doesn't look a likely site for an old farmhouse, the road opposite the old garage site is Farm Road – so the roots go even deeper back in time. Other farm buildings have become the Lillington Bowls Club, to the left. Image courtesy of Google Street View.

We leave the last words to Mike Sampson, who first raised the whole story.

“It was a completely chance meeting, as we had simply wanted to give the Renown a run and combine that with some shopping in Chipping Campden. We could have gone somewhere else and it would never have happened! I think the moral is to get out in the car a bit more as you never know what will turn up!

Best regards, Mike.”

The log-book had been bought from the Ebay advertisement by Club member Russ Gittings, and we have been able to put John McGlinchey in touch with him. Hopefully the document will shortly be reunited with the car and its present owner.

MORE FASCINATING HISTORY TO COME



In October we printed this photo from OldClassicCar.co.uk, with nothing but speculation to say about it: “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.”

Since then we have been supplied with answers to many of those questions by Jonathan Fasman, the grandson of the owner, including the identities of the two ladies in the picture, and the significance of the number on the windscreen. All will be revealed in the February edition!

WHAT'S ON: FORTHCOMING EVENTS for 2018

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 next 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. **If YOU are planning on going to a classic meeting or event next year, 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 two or three together!*

This appeal is world-wide, like our membership.

**Sunday March 25th
2018**

TROC AGM at the British Motor Museum (the old Gaydon Motor Heritage Museum) starting at 10:30, with coffee available from 10am. The Agenda will be published in the February edition of the Globe. It is likely there will be changes to the Committee to vote for, so we hope members who can make it will attend.

**Sunday April 22nd
2018**

Drive-It Day 2018: hundreds of events and gatherings will take place all over the country. If you're going to be out in your car, why not let us know so we can post it here? Others may be encouraged to come along in their Razoredge too.

**Sunday June 17th
2018**

The Club Rally will be at **CLAYDON**, a National Trust House at Middle Claydon (presumably because it's between Steeple Claydon and Botolph Claydon) in Buckinghamshire. The postcode is MK18 2EY.



Many
Razoredges
present!

The arrangements will be similar to previous years – and we are joining with the Roadsters and Mayflowers again, but don't worry; they are quite normal. Mostly.

The nominated hotel is The Bell in Winslow, and the Roadsters are looking at the possibility of organising a longer stay for people from a greater distance who want to make a proper trip of it. If that attracts you, please let the editor know and he'll put you in touch. Full details in February and April.

**Sunday 16th
September 2018**

The Tenterden Lions Club has asked us to publicise their Classic Car meeting at Little Halden Place Farm, Tenterden, Kent, in aid of a raft of local charities.

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!

FURTHER NEWS OF THE 'TOW TRUCK' RAZOREDGE

By Tom Dolby

There have been articles in two recent Globes about the Renown tow-truck I have now acquired. It is/was a 1951 TDB. A previous owner has cut down the body to leave only the front section, effectively making a pick-up, and fitted a Harvey Frost crane on the back.



I've had it for a few weeks now and given it a look over. It's been stored outside on a gravelly surface so conditions for work have not been great over our English 'summer'. I have just sold other interesting Old Iron (two Trusty Steed tractors, two ploughs and a scraper) and the truck has now been transported to the back of my garage, with the advantages of roof, electricity and concrete floor.

The Good News: the engine runs and the oil pressure is good; all 4 gears operate; the clutch does its job though needs adjusting; all the electrical items work after cleaning and fiddling around with the connections; the 5 tyres are OK; the crane is in good working order.

The Bad News: there is quite a lot of wear in various steering and suspension parts, though I haven't yet concluded which parts need replacing. It would be satisfying to replace all the fulcrum pins and bushes, king pins, track rod ends, etc, as I did on my TDC and Vanguard estate, but expensive regarding parts. The brakes need similar thorough treatment - wheel cylinders, hoses, and shoes.

A potential problem relates to the DVLA and insurance. The V5C still defines it as a saloon, which is debatable, but I'm not sure what the appropriate group is. Regarding insurance, it has certainly been modified. It has its original registration number and I don't want a Q plate. Informed advice welcome.

Editor's Note: this sort of modification is the sort of thing covered by European legislation which the FBHVC has been monitoring (see below, page 114). By European lights, this conversion would disqualify the car from being accepted as a "Vehicle of Historical Interest." But why, we ask? Is anyone going to be less interested in the car? Is it less historical? John Bath, who looks after many of the requests for

authentication for the club, might be able to help Tom here; but I suspect it's going to come down to the personality of someone in the DVLA or even which side of the bed they got out of this morning.

And now for the commercial - pun intended! The front seat frame and springs are with the truck, but not the seat covering. Apparently this was removed to give to a trimmer for an estimate for a replacement; the estimate was considered too high but the cover not returned. The condition of the seat would not have been my highest priority. So if anyone has a reasonable TDB front seat for sale, do please get in touch.

Also on my shopping list: the bonnet sides are fixed down with handles and brackets front and back. The front fixing has a squarish hook with a right-angled bracket attached to the inside of the inner wing; I need 1 hook and 1 bracket.

Also, a starting handle, and no doubt more to follow. I have had an advert running for a few issues for a complete usable interior for my TDC - I'm still looking. Are TDB and TDC front seats the same?



Tom's TDC 1376 DL looking resplendent in the sun, and below, consorting with various Austins at a local show.



GOOD EVENING, FANS

by Graham Sinagola

I thought this tale would be of interest. The Clayton heater in my Renown has never worked and has led to one or two cross words from my wife who, like the Queen, always insists on having a blanket draped over her legs when being driven to various car events. I decided, therefore, after one particularly cold outing that I had to resolve the problem – or buy ear muffs!



I started with the tap on the engine, loosening the jubilee clips and seeing if water flowed, then worked my way through to the pipes where they entered and exited the heater, below the dash, and finally finished at the end of the outlet pipe near the radiator. It was here, at the very end of the system, that I found the problem. The short metal pipe that the outlet pipe connects to was blocked by a piece of rubber. Where this had come from is a mystery; perhaps it had built up over the many years of use or had been put there by a previous owner for some unknown reason. I then started up the engine and waited for some heat to come

through, which it did, very rapidly. I must say that I was extremely pleased and celebrated with a cuppa.

However, my victory was short lived and the 'easy fix' soon turned into a soggy panic! After switching the heater fan on and off several times, just to revel in the glorious flow of warm air, the motor began to emit loud clanging sounds that soon had me hanging upside down with a mirror and torch peering into the heater's innards. It was no use, I could see nothing, so I turned off the water tap, disconnected the battery, and began to drain off the pipes and unbolt the heater. After a few hours I had the heater on the bench, in bits, but also in the process an egress of warm water and anti-freeze mix invaded the footwell.



I had expected the noise to be coming from the motor; worn bearings perhaps. But no, to my relief it was much simpler than that: the heater has two fans, one at either end of the motor, and the top fan had come off its central boss which was still on the motor shaft, held in place by a grub screw. So it was just a matter of re-attaching the fan by placing it on the boss and gently peening it with a hammer, and then putting a spot of epoxy glue on it just to make sure. The bottom fan was also loose but had not come off so I gave that a few gentle taps and put some glue on it. Quite some time later the heater was back in action and so far is still blowing out warm air and not warm water. However, the carpets are a bit damp, still!

by Graham Sinagola

Bob Hobbs adds: Originally the fan blades were fixed to their boss by the peening over of the protruding metal. Since Graham has stated that he has re-done this and then added a little epoxy glue he should be fine. However, if the bosses are brass, then epoxy will not probably not adhere very effectively. Brass does not respond well to most attempts to glue it; solder or brazing are really required. The problem really is that unless the bosses are machined slightly to give a new "bit of metal" poking through the centre of the fan blade then the repair is always going to be marginal in its longevity. If the blades become loose they make themselves known as did Graham's blade.

IN SEARCH OF STOCKING-FILLERS?

Members might like to consider the items of club memorabilia shown below, and perhaps leave the magazine strategically open where our ever-loving and long-suffering spouses or other family members or friends might see them and draw inspiration. Alternatively – treat yourself!

All items are available while stocks last from Chris Hewitt, club Chairman. Prices exclude postage and packing. Find Chris's details inside the front cover of the Globe.



The club 'Globe' badge, suitable for mounting behind the front bumper or on a badge-bar; £27. It is sturdily made and has good-quality enamel.



Our lapel badge, showing the Globe image surmounted by a Triumph steering-wheel, and the words 'Triumph Razoredge Owners' Club' in gold around the edge. £2.50p.

The keyring seen below is a very fine design with a remarkable level of detail in the etched 3D image – the steering wheel, radio aerial and radiator badge are all quite clear; the over-riders and lamp fittings and the filler cap can all be made out. Looking from underneath, the chassis and the engine are clearly visible. In a smart padded presentation box. £6.75p.



The light is easily strong enough to illuminate a keyhole.

We also have a number of good-quality ballpoint pens, not illustrated, which carry the Club insignia and name. These are priced at only 40p, so you could treat yourself to a half-dozen for very little outlay.

GIANTCHRISTMAS CROSSWORD It is hoped that even those who don't usually undertake crosswords will find this one entertaining. The clues are a mixture of cryptic, sneaky and obscure, with hopefully enough easy ones to help you resolve any parts where you get stuck. The original aim was to have lots of Triumph connections.. failed! Answers in February.

1		2	3	4		5		6		7		8	9	10	11		12	13		14				15
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	138		139						140			141		142	143							144		
145													146			147								
			148																				149	

ACROSS

- 1 To have control (2,3,7,4)
- 12 Reg. chancellor under Macmillan and Hume (8)
- 16 River found on the Isle of Wight, not Norfolk, surprisingly (3)
- 17 Bullion bar (5)
- 19 Father of the Razoredge (3,4,5)
- 24 Pathfinder (1,4,3,3)
- 28 Anger (3)

DOWN

- 1 He designed something small? (9)
- 2 Tread deep; under pressure, but never under pressure; never perish. It's been a good year. (5)
- 3 Short pilgrimage (3)
- 4 A collection of naughty postcards, perhaps (7)
- 5 A trip out in the car (3)
- 6 Wide valley (4)
- 7 Blink (7)

- | | | | |
|-----|---|----|--|
| 29 | In the direction of (2) | 8 | System of measurements introduced after the time of our cars (2) |
| 30 | Reasoned guesses found in time at SES (9) | 9 | Printer's measure (2) |
| 33 | Distant (4) | 10 | Disturbed (8) |
| 34 | Moving pebble hurlers give you little geese (8) | 11 | Now I have left, lavatory is available for rent (2,3) |
| 37 | Sudden anxiety (5,6) | 13 | Early form of Sonar (5) |
| 39 | You don't want your (2 down) to be this (4) | 14 | Capital of Qatar (4) |
| 41 | In a superior position (2) | 15 | It used to mean brightly-coloured and cheerful (3) |
| 42 | South American rodent (5) | 18 | Examination (4) |
| 43 | That's another fine mesh you've gotten me into (3) | 20 | Metal, the last element to be produced in a star before it becomes a supernova (4) |
| 44 | Landing (5) | 21 | Personal dignity and morality (6) |
| 46 | Greek goddess of fresh air and cool breezes (4) | 22 | Said to be Cleopatra's end (3) |
| 47 | Engine needs this again? How tedious. (6) | 23 | Relative (3) |
| 49 | Quote - , an amusing literary radio show (7) | 25 | Affected and weak (6) |
| 50 | Looking very black, on paper (4) | 26 | 1939 Thurber character who lived a fantasy life (6,5) |
| 52 | Angry outburst (4) | 27 | You might smell this suspiciously (1,3) |
| 54 | Initially, the best cars in the world (1,1) | 31 | 1948-1972 car also designed by (1 down) (5) |
| 55 | Sand hill (4) | 32 | Decorative tree family, including Maple and Sycamore (4) |
| 57 | Are you a follower of vice? Turn around! (5) | 35 | Writhe, rotate (6) |
| 59 | Age (3) | 36 | A hand's breadth can be a lifetime (4) |
| 61 | Son of Thingfrith, he came to the throne in 757AD and is buried in Bedford. (4) | 38 | Spot a teenager's problem? (4) |
| 65, | 66 and his dog made a TV series about shepherding. (3,3) | 40 | As a rule, severe and brooking no dissent (7) |
| 67 | Arsonists (11) | 44 | Thunder god (4) |
| 70 | With three similar-sounding others, used to help children choose (4) | 45 | Hank of wool or flight of geese (5) |
| 72 | You're fired! Right in here. (4) | 48 | Those donkeys from the railways give me decorations for a horse-collar! (7) |
| 73 | Graffiti artist (6) | 49 | Successor to the League of Nations (2) |
| 74 | Got-at and persecuted (8) | 51 | John Sentamu is currently Archbishop here (4) |
| 75 | Roughly carved out (4) | 53 | Complete car fuel provider? (5) |
| 77 | Little dog used as plaything? (3) | 56 | Funereal receptacle (3) |
| 78 | Has-been (2) | 58 | Biblical dancer who wanted to get ahead (6) |
| 79 | With 29 across I become Dorothy's dog and visit 126 down(2) | 60 | Packed one inside the other (6) |
| 80 | To lift the spirit (5) | 62 | Wild (5) |
| 81 | Conclude, finish, terminate forever (3) | 63 | Brotherly (9) |
| 83 | Mineral source (3) | 64 | A plant growing in the wrong place (4) |
| 84 | Cashpoint (3) | 65 | The number to which a mathematical operation is to be applied (7) |
| 85 | First batsman can take the lid off (6) | 67 | Surprisingly, this communication method pre-dates the telephone (3) |
| 87 | Unless (4) | 68 | Magnificent London house, seat of the Dukes of Northumberland since 1500 (4) |
| 89 | It's a snip (3) | 69 | May be Prime Minister (7) |
| 91 | Blended metal (7) | 71 | Proclamation by a person in authority (5) |
| 93 | Sever a branch (3) | 73 | Warlike (11) |
| 94 | New prefix (3) | 75 | Have a little laugh, it's Christmas (2) |

- 96 He takes the day off, and will not get a 'present' (5)
- 97 Occasion (8)
- 98 You have a choice (2)
- 99 Erect, a display (5)
- 101 Grain that has been separated from its chaff in preparation for milling (5)
- 104 Kind of grain (3)
- 105 Short-wave (6)
- 107 What (58 down) would more conventionally have been advised to get (1,3)
- 108 Mount up (5)
- 110 Around July and August, takes pride in the Zodiac (3)
- 111 Latin God (3)
- 112 Initially, mad cow disease (3)
- 113 Semi-precious, sweet, which used to make your mouth water (4)
- 114 Consume (3)
- 115 Fencing weapon (4)
- 117 Initially, makers of our cars (1,1)
- 118 The Cardinal point to the sunrise (4)
- 120 Allow the lease (3)
- 122 Hiatus (5)
- 124 Beneficial foodstuff (9)
- 127 Take... a nineties pop group (4)
- 129 Cure leather (3)
- 130 Largest British land mammal doesn't sound cheap (4)
- 131 Meditational philosophy (3)
- 132 What it takes to tango (3)
- 134 Communal endeavour (8)
- 136 Involve a legal condition (6)
- 138 Your condition, poor batsman, when the umpire points at the sky (3)
- 140 Referring to an abbreviation (2)
- 141 Cease and desist (4)
- 144 Move sluggishly (4)
- 145 Previously, put up some money for the bet (4)
- 146 Not the most difficult clue in the crossword (7)
- 148 Capital ship with flying capabilities (8,7)
- 149 Entertained the troops (4)
- 76 In the German world, the edge binding of a shoe (4)
- 82 Influence which Brexiteers wish to diminish (8)
- 84 Great artery (5)
- 85 Organ used to see a shot of spirit is correctly measured (5)
- 86 Raise a person into the aristocracy (7)
- 88 What is found at land's end (3,5)
- 90 Depraved, base behaviour (9)
- 92 Take away (6)
- 95 Henry Williamson's 'Tarka' (5)
- 99 Bedlinen in a plane? (5)
- 100 Devoured (3)
- 102 One of the seven deadly sins, likely to be found hanging in a tree (5)
- 103 Point (3)
- 106 Lyrical poem (3)
- 107 Hopeful ones (9)
- 109 Less-fattening chocolate from a Mediterranean island (8)
- 112 Headgear (5)
- 116 [Error - sorry! Not a word.]
- 117 Violent nasal expulsions (7)
- 119 A porter that won't carry your bags, despite his girth (5)
- 121 Interfere (6)
- 122 Weak, insipid, and impecunious (4)
- 123 Cold wind to blow through major religious festival (6)
- 125 A drying-frame for cloth; don't get caught on the hooks or the suspense will be undearable (6)
- 126 An Australian wizard? (2)
- 128 In that spot (2)
- 133 Will he? No, though it is his custom. (4)
- 135 The remainder is a musical pause (4)
- 137 The most heartfelt emotion is worth nothing in tennis (4)
- 139 Time for a cuppa (3)
- 142 Rower's tool (3)
- 143 Measure of pressure (3)
- 147 That is an abbreviation (2)

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;



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. **Front interior arm-rests.** 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. tom123dolby@aol.com 01733 577 301.

FOR SALE: TDB 1671 DL, engine 1677E, reg. ERD 681. Owned by the same family since new. Would make a good project for someone who would like to give the car some much-needed attention. Open to enquiries and offers. Please contact John Sibley on 01491 628 544.

WANTED – the following parts for 1954 TDC: aluminium curved internal wheel arch trims x2; aluminium internal trims to floor of door openings – two large shaped ones to front, two shorter ones to rear; metal trim to front door pillar (carries front door striker plate/catch) x2; curved metal door retainers x2 front, x2 rear. Dashboard knob S & H. Bonnet hinges, boot panel hinge. TDC jack and toolkit. Also a locking petrol cap please. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE: TDB 2093 DL, MAR 521, first registered 15th September 1951. Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14th 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Telephone 01525 712 947, J E Washington.

FOR SALE: One wheel (no tyre) DRO 4½" Jx 16" SR; 1 wheel (no tyre) 4"x16". Both have just been powder-coated silver. 2x inner front wings for TDB. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

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

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

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

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

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

MAINTENANCE TOPICS: OILS – GEARBOX, AND ENGINE

By Bob Hobbs

I had a conversation recently with one of our members about matters relating to oil seals in the engine and the gearbox. The member concerned may read this note and I hope that he does not take offence with the advice to be given!

During the conversation it transpired that his recently fitted overdrive unit had been not as well behaved as he had hoped. Having stripped the unit and resolved the mechanical issues he was then contemplating what other maintenance might be wise to undertake whilst the gearbox was out of the car. This of course is always a good idea as faults that are developing can be rectified with less effort and less risk of causing a breakdown later. We then progressed to the type of oil to put in the gearbox. Here the conversation caused me some concern. The member apparently has a ‘mate’ who has worked on Triumph cars for years and “knows all about overdrive gearboxes”. The mate considers that it is quite acceptable to put an extreme pressure oil, hypoy as used in the rear axle, in the gearbox-overdrive combination and states that it will cause no problems.

Sadly, this advice is quite contrary to the explicit instructions in the official workshop manual for the overdrive. The manual states **“Under no circumstances should extreme pressure gear oils be used, because the centrifugal effect of the planet wheels may separate some of the additives from the oil and cause sludging.”** That is a fairly strong statement. The overdrive contains a pump that provides a supply of oil at very high pressure. This is used to control the internal clutch mechanism. The component parts of this system are virtually all relying on operating with very close engineering tolerances and as a result will not appreciate sludge being present or any other foreign matter.

Another issue not mentioned is one I encountered many years ago. I had acquired a used overdrive unit to put on a Phase III Vanguard 4 speed gearbox. On test driving the complete unit I found that the overdrive clutched slipped when any power was applied from the engine. On removal of the overdrive it was apparent that the clutch lining of the overdrive smelt very strongly of hypoy oil that the previous owner had used. I washed the offending oil residues from the clutch and on reassembly, all worked correctly for the next 40,000 miles that that gearbox was in use. Hypoy oil is a very slippery oil grade as can be discovered if ever you spill some when adding it to the axle. It most certainly will not help the overdrive clutch to function correctly and it will not help the synchromesh cones in the main gearbox to do their job of helping engage any of the forward motion gears.

In summary, the procedures and edicts of the *manual and the handbooks* are there for a reason. Ignore them at your peril!

Bob also suggests that there is sound guidance on oils given from two websites: firstly www.castrol.com (navigate to products / car / classic oils). There is a detailed explanation of the differences between modern oils made for modern engines, and the needs of engines of our car’s age. Basically, a classic’s engine like ours has a mechanically-driven oil pump operating at a lower pressure than modern systems; it has larger oil galleries and relies more on the movement of the engine to encourage the oil to make its way to places like the small-end piston bearing. Modern oils have higher detergent qualities: that is, they will pick up and move existing deposits, and this can cause a build-up of metallic ash in the piston crown, or the detergent will cause carbon or deposited sludge to move, which can lead to blocking of the smaller oil-ways, with potentially very serious consequences. Oils by Castrol or other makers which are designed for classic engines will incorporate the latest anti-wear technology where it can safely be used, but will maintain the viscosity range and limited detergent characteristics needed for our engines with their larger tolerances and lower-pressure oil systems.

The other website, www.restore-an-old-car.com, points out also that earlier camshafts, tappets and valves generated more friction than modern multi-valve engines, and therefore required higher levels of friction protection. Modern oils therefore don't contain the levels of zinc diakyl dithiophosphate (ZDDP) which earlier engines needed, and it has also been reduced because of environmental concerns. This website also recommends the Castrol 'Classic XL' range, which like other classic oils maintains the balance of zinc our engines need.

FBHVC NEWS

The Federation has been making quiet progress in several areas. There had been concern over the clean air legislation rules, where city centres are being declared Low Emission Zones, and polluting vehicles have to pay a surcharge: it seems that the exemptions for classic cars are now effectively in place (though we DO still have to pay the Congestion Charge in London). The legislation for LEZ in cities in Scotland is proposing a ban, rather than a surcharge, but this is still under negotiation.

To enter the current London Low-Emission Zone in your Razoredge, there is a website where you can check your car's status:

<https://tfl.gov.uk/modes/driving/low-emission-zone/check-if-your-vehicle-is-affected>

I tried this out for my car, with the following somewhat confusing result:

RHA300 Green TRIUMPH

Thank you for using the T-Charge checker. **Your vehicle is subject to the T-Charge but not chargeable.**

You do not have to pay the T-Charge for one of the following reasons:

You have submitted satisfactory evidence to us, confirming that your vehicle meets at least the Euro 4 / IV standard (Euro 3 if you are a motorised tricycle or quadricycle).

Your vehicle does not meet the emissions standards, but it is exempt from the T-Charge due to its tax class.

Your vehicle does not meet the emissions standards, but it is registered for the Low Emission Zone 100 percent Showman's discount.

Please remember you are still subject to the central London Congestion Charge. You can pay the Congestion Charge [here](#)

You may also be affected by the tighter emissions standards of the forthcoming Ultra Low Emission Zone (ULEZ) which may come into effect from as early as 2019, subject to consultation. To find out more and check if you are affected, visit the ULEZ vehicle checker. If you are a diesel vehicle you may also be affected by the Low Emission Zone. Check your vehicle [here](#).

Another area they have been monitoring is the change relating to the MoT exemption of classic cars. Although the exemption is still there, the rules governing what actually counts as a 'Vehicle of Historic Interest' are being revised at an EU level, and at one time it looked as if having changed the engine, for example, would disallow a car from the category. This is still under consultation, but it now seems that a more common-sense view of "significant change" will prevail.

A further European legislation which might affect us is that there is a current intention to make it compulsory to have insurance not just for cars on or near roads, but anywhere. This would include cars

declared SORN, and vehicles used in motor sport. Again, the consultation is ongoing and FBHVC is pointing out the illogicality of the idea.

Note that although we are negotiating to leave the EU, we are still presently bound by our membership and the current expectation is that laws passed under EU process up to the date we leave will be incorporated into British law.

One home-grown concern the FBHVC is also monitoring is the introduction of a new Code of Practice by the car insurance industry with regard to write-off decisions. Classic cars, of course, are often repaired and restored when they have been damaged far beyond the point which would make a modern car a write-off, and this is allowed for in the normal process of evaluation. The new proposed wording of the Code of Practice however seems to shift the decision about whether the vehicle is capable of being restored, more to the insurance company. The FBHVC adds:

“So we would advise any member whose vehicle has a significant accident, suffers a fire or is in a flood, carefully to monitor... the initial treatment of their vehicle, and raise immediate concerns if it appears the opinion of the examiner is that the vehicle should be written off.

“If you think it is salvageable, make sure you do not sign anything which transfers the ownership of the vehicle to the insurance company, and assume nothing, but make immediate contact with your insurance broker or company if you think purchase of the salvage is justified.”

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.

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.

THAT'S INTERESTING...



An item trawled from a couple of years ago on the Triumph Renown Restoration Group on Facebook. This is actually David Pilcher's limousine, TDC 2017 Lim, now resident in the USA as seen below in wedding trim for a friend's family wedding. The photo was taken during an earlier restoration.

It's not often you get to see the inner workings of the rare Limousines, particularly in the area where they differ most from the normal TDC: the fixed front seat and heater provision for those travelling in chauffeur-driven luxury in the back.

Image by kind permission of James Brookes



The car is no longer in the club, but we keep in touch; and it has a long history with us, having been one of the two limousines owned by late member Arthur Pocock, registered as LVC 313.



Photos: David Pilcher

More wedding pictures follow. We tend to resist sharing too many wedding shots, but you can see why they are common – the cars are polished and dressed up to look their best, and it's natural for owners to take a particular pride; and being a bit showy and prestigious is, after all, what the cars were designed for.

We should also not forget our debt to the professional wedding car businesses which have preserved and maintained several of our cars for many years; without them, we would be even thinner on the ground.



Photos: John Lees

Member John Lees' TDB 1765, URE 661, performing stalwart duty on their special day. John's is one of several excellent examples of our car in Scotland, but with the country being so large and roomy they rarely come together at all; perhaps we should plan an easy-stages tour of the more far-flung parts of the kingdom. Driving the glens and west coast holds a special attraction; it is such wonderful scenery.



Charlotte & Adam's wedding, April 2017 – see Paul Collard's story, page 118.

Our other wedding car is in Italy, and it's a professional. Michele Rosati is not a club member, and we have no details of this car, though this is possibly one we've previously heard about in Rome. He has posted this picture on the Facebook group, however, and we shall be trying to make further contact and find out more. Michele hires this car out for weddings, and also has a splendid MG two-seater, wire wheels and all; both would be eminently suited to the passionate Italian character. He has little English, however, and my Italian is very much at phrase-book level. He has said "ho bisogno del motorino avviamento Triumph Renown Saloon del 1950 cc2.088...grazie" – which I translate as "I need to buy a starter moped" for the car, which must be a TDB. All will, we hope, be explained later.



MY NEW CAR

NRL 546, TDB 3907 DL, is a car well known to the Club. It was one of the founder-member cars, joining up in the first few months of our existence in 1975, when owned by Bill and Cynthia Wafford, of Sheffield. In the late 1990s it passed to Guy Stanton, from Chagford in Devon; and then in March this year to its current owner Paul Collard, who takes up the story. It is a wonderfully personal account which will strike a resonant chord with most, if not all, members.

At last I've found the time to sit down and write about my purchase and first few months of my ownership of NRL 546.

A few details. Chassis TDB3907DL; engine TDB 3881. First Registered 27th March 1951 in Truro, Cornwall. She's maroon now, but was originally black according to the buff log book, then green in 1968. I haven't yet figured out exactly when she went maroon but it was prior to 1991.

She has a rather interesting crest on both front doors, the boot and on the glove box. It's the crest of South Glamorgan City council created on 1st April 1974 and dissolved in 1996. Excitedly I wondered if she had once been an official car or even a mayoral official car. Alas not; after ploughing through all of the inherited papers (of which there's a lot!) I have a letter from a previous owner Mrs Evelyn James from Barry who stated that in her and her husband's ownership the crests were put on the car to match those on their 1930s Fire Engine. Oh well, a nice touch, and one that will stay put, as its adds to her rather regal appearance.



My love for the Razoredge marque started when I first saw one at a car show in 2015. I made my mind up there and then that I was going to treat myself to one when I retired from the police in 2018.

Like a lot of people I then began impatiently to browse the ads....whoops!

Many Renowns came and went until I spotted NRL 546 advertised in an online edition of the Globe in March this year. After a period of procrastination I made contact with the owner and made a deal.

On 23rd March therefore my father in law and I made for Exeter from East Sussex.

Gordon Phillips' TDC 1827 DL, at a show in Eastbourne which inspired Paul to begin his search.

We arrived on time at midday and that's when I saw her (now named Ruby) and I knew I'd made the right, if not risky, choice, in buying before seeing. Test drive done (in the passenger seat mind), monies paid, and coffee drunk it was time to make our way back to Sussex. (Note the time: 1.30pm.)



No mean trip: 215 miles, 4½ hours in a modern... with no breakdowns, that is.

Image courtesy of Google Earth.



Peckish by now, it was time to stop for lunch so we pulled into what appeared to be a Little Chef on the A31 but turned out to be long since closed. No worries; let's move onto the next one. Now being very new to this vintage of motor car and their little foibles and despite owning a 1974 Triumph 1500tc and many Dolomites beforehand, Ruby decided to test me. OK, hot engine, no choke a little throttle and press the starter – well, she turned over but couldn't quite bring herself to fire. OK: let's try again.....nope...nope, and further nopes. I decided on "Let's allow her to cool down for 10 minutes" (secretly thinking "No, please don't let the nay-sayers be right!")

Right: another try... and off she went, albeit a little lumpy. By now I was becoming accustomed to the joy of cross ply tyres, "some" play in the steering box and some exciting brake pedal travel and it really was time to eat, so the Golden Arches of McDonalds near Ringwood beckoned us in. Fully carbed-up, it was out to the car park with fingers crossed that we weren't about to have a repeat of earlier on. Long story short: nothing. Not even a hint of a spark. Time really was getting on now and father-in-law had to be back in Sussex for a social engagement. That's not a problem, I

said bravely; you go, I'll be fine here. I'll call the RAC.

Within 20 minutes a very nice man (I know that's the other lot) arrived and did wonder when he saw what was in front of him, but began his investigation. A period of head-scratching later and he says "What's this lever underneath the fuel pump?" I confessed I didn't know; I'd only just bought her and I was still learning. (Remember that line, it might get mentioned again.)

3 pumps of the lever, no choke, a little throttle and the press of the button and she lives once again! Thanks Mr RAC man, I'll be on my way; good luck and safe journey Mr Collard. Super. What a relief.

By now it was twilight and time to switch on the oh-so-good-looking big chrome headlights and enjoy the, what I expected to be, lighthouse quality beam cutting through the evening gloom. OK, well maybe not lighthouse quality, but nostalgic yellowy illumination of sorts.

The right side of Portsmouth now on the A27 and I notice a little misfiring occurring and the lights appearing a little dimmer with a nice glow coming from the ignition light on the dash, but not to worry; not very far to go now, only about another 2 hours max and I should be home by 7.

Suddenly I remembered being told, "Don't forget the fuel gauge isn't that accurate and when it shows $\frac{1}{4}$ you're nearly empty." Don't panic, Paul; just pull off at the next services, it'll be fine.

We make it to the Sainsbury fuel station at Farlington, near Portsmouth, which beckons me in. I glide onto the forecourt amid admiring glances from the other customers and overhearing "What's that? Is it a Rolls Royce?"

I'm thinking that'll do for me, thank you.

Fuel, lead replacement additive and sweeties; I'm ready to go. No choke, a little throttle..click.....click. Ok, don't panic...again... click. Mmmm now that I do know: it's a flat battery. Hello kind petrol station operatives. "So sorry, she's broken down. I'm just going to call the RAC". No problem, they cheerfully declare. (PS: thank you for the free Costa coffee.)

90 minutes later a local breakdown company arrives on behalf of RAC. Another very nice young man, “No worries we’ll soon jump start her back into life.” Then “**No jump starting on the forecourt!**” bellows out the suddenly less-friendly station operative over an ear-splittingly loud tannoy.

Very nice man says “No probs sir, we’ll roll her out onto the service road she won’t see us there.” It’s at this point I realise how heavy a dead-weight 1951 Triumph Renown actually is.

The one point I had observed, when gleefully looking into the engine bay at Exeter, was the positive earth anomaly, and duly pointed this out just in case it was important, bearing in mind I had only just bought her and was still learning. Jump pack connected and off she goes, ticking over of sorts. “You should be OK now” says very nice man, “Safe journey home.”

By now its properly dark and I’m starting to realise that there’s something really not right electrically with regards the half-candle-power lights and the now significant misfiring.

Now any sensible 52 year old man with oodles of driving experience behind him should have listened to the angel screaming in his ear to stop, and be recovered home the rest of the way. [*Editor: and – didn’t you say retiring from the POLICE? No matter; let the man tell his story.*] However the devil whispering my other ear was encouraging, nay, demanding that I continue to my final destination; so that I did. I wasn’t going to be beaten!

By now it’s around 11pm and I’m on the unlit section of the A27 between Tangmere and Arundel and admitting to myself that I’m in real trouble. Virtually no lights, misfiring beyond humour and, rather helpfully I thought, being hooted and flashed at by other road users. (In hindsight I really couldn’t blame them.) So now I’m presented with Hobsons Choice: do I stop on an unlit road, risk a collision and summon help, or do I try and get to Arundel where I know the bus stop prior to the roundabout at the junction of the A284 is lit. I’m carrying on, I decide!

For anyone who knows the route on which I am travelling, it was just as I get to the White Swan Pub that Ruby finally says “Enough is enough, so-called new owner: I’m stopping and I’m stopping for good this time. You and I shall travel no further.” So with a heavy heart I coast down the hill towards the dazzling lights of Arundel and finally come to rest in the bus stop. It has to be said that I’m relieved to have got this far without writing Ruby off before I even got to enjoy her.

Knowing I now have no choice but for the third time to call the RAC I tentatively dial the number and summons help. Once again to the RAC’s credit, and without the expected “Not you again!” they are with me within 45 minutes (it is now after midnight) and a very nice young man says oh, I can’t fix this you need recovery. Ha ha! I say, yes, that what I told the controller; but never mind. A further wait when another nice slightly older RAC man arrives for a welfare check only this time he’s overwhelmed with excitement to see Ruby and lifts the bonnet. After explaining her symptoms he declares “I bet I know what the problem is” - as indeed you the reader of this sorry tale may well be screaming - “it’s the voltage regulator, hang on I’ll test it.” Clever very nice man, you were right; it is the voltage regulator that’s completely not functioning in any way whatsoever. “Sorry, I can’t fix it” he says, “Your only option is to be relayed home.” I wholeheartedly agree (again), with a convincing attempt at a smile. I’m not risking driving her any further.

At 1.30am the fifth and final very nice man arrives with his recovery truck and we load Ruby on board for the final stretch of the journey. We arrive home at a little after 3am, only about 9 hours adrift of the estimated time of arrival. We unload Ruby and push her onto the drive and after a couple of admiring photos for the very nice man to show his colleagues, we say goodbye and I finally get to bed and have opportunity to seriously question my sanity! Zzzzzzzzzzz.

Next morning still a little bleary eyed I wake up and seem to recall that I had the most dreadful nightmare last night. I dreamt that I’d driven all the way down to Devon to buy a car I’d never seen and then decided



to drive it home back to Sussex, it broke down 3 times and I had to have her delivered home on a breakdown truck.....hang on.....!

It was all true, and I was now the proud owner, nay, custodian of a Triumph Renown: she was all mine! Now to get her fixed.

V-o-l-t-a-g-e R-e-g-u-l-a-t-o-r I type into the search box of a well-known auction site and lo there are many, but which one? I don't know. Look at the pictures, Paul: which one matches the one on the car...? Sorted. Ordered. Sit back and await delivery (I'd pushed the boat out for next-day guaranteed.)

Said reconditioned R95 arrives: now to fit it. To coin a phrase from the young, OMG, that's a lot of wires that are all the same and all the same colour. Come on now you can do this take a photo of the existing set up before you start.



Right: no distractions, let's dismantle. 75 minutes later and tis' done. No bits left over, no wires unattached. I've fixed it, and I had, and it's still functioning!

To end a long story (thank you if you've got this far), at the end of April Ruby went off to the menders and thanks to guys at Flimwell Garage and the wonderful TROC to which I now belong, *and* the "goes beyond words" assistance of Chris Hewitt and Bob Hobbs, she's fixed.

I list below the work carried out and parts supplied:

- | | | |
|---|-------------------------------|-------------------|
| Full service, filters, oil and anti freeze. | Steering rack | Rebuilt radiator |
| New brake cylinders and shoes all round | All new water hoses | Gaskets, assorted |
| Thermostat housing and top adaptor | Exhaust hangers | |
| Tyres x 4 (Radials, sorry) and tubes | Overhaul and repair of dynamo | |

Which now means Mrs Collard and I have been able to enjoy Ruby on days like these at the Firle Vintage Fair and the Bodiam Vintage gathering as well as my daughter's wedding. Here's to very many more memories. I hope you've enjoyed mine and Ruby's story so far and I hope to meet up with like-minded owners soon. Kind regards, Paul, Emily... and Ruby.



Firle Place, and at Bodiam Castle.

All photos by courtesy of Paul Collard.



All that's best in Britain...

*If there is beauty at Christmas, then it is to be seen in our old Church Carols.
Like the bells in the clear, frosty night sky they ring out from young voices in Cathedral
and Church from every town and village in our land, telling the story of our hopes . . .
our hopes for Peace and Prosperity . . . which we of the Standard Motor Company with all
owners and prospective owners of our products in the years to come.*

The 1952 Triumph Renown SALOON & LIMOUSINE

Manufactured by
The Triumph Motor Company (1947) Ltd., Coventry
& subsidiary of the Standard Motor Co., Ltd.
London: 27, Dares Street, Covent Garden, W.1.
Telephone: M4 6849-50.



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