



THE GLOBE

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**Correction: there was NOT just one
Razoredge entry in the Monte!**

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

SPARE PARTS: AVAILABLE TO PAID-UP MEMBERS ONLY.

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

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 above.

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,

As we move into a new year, the Club prepares to move forward under the direction you will give us at the Annual General Meeting in March. Over the page you will find a message from Chairman Chris Hewitt, which we urge you to read because there are changes facing us, and we need to know that we are doing what our members want us to be doing. Also, there are changes in the law coming up, concerning how organisations hold data about individuals, and we'd like to assure all our members that TROC is well on top of these changes. You will see the effects when membership renewal comes around in May. The new law, called the General Data Protection Regulation or GDPR, takes effect on May 25th.

We also have to look at the financial management of the Club. We are in good shape generally, and we wish to ensure that situation continues in a stable and solid way for the years ahead; for that reason we are proposing an increase in membership fees from £27 to £30 for UK members (£32 to £35 for overseas members), and from £17 to £20 for the growing number of members who take the Globe newsletter by email, in electronic form. An increase was approved in principle last year, and we would like to hear the views of as many members as possible, either at the meeting or on the comments form enclosed in this Globe. ***If you are able to attend the AGM on Sunday March 25th in person, please note that the enclosed page includes an admission ticket to the Museum at Gaydon – don't forget to bring this, sign it and hand it in at the Reception as you enter.***

Within this month's edition we have yet more news on the Razoredge as a rally car, as shown on the front cover; an update on Tom Dolby's Razoredge tow-truck; and more 'barn finds'. Also, the promised explanation to a photograph we published last October showing an unknown lady and young girl standing next to a gleaming Renown in the south of France. They are unknown no more! Possibly the thing you'll want to bookmark and keep is Russ Gittings' detailed account of his restoration so far.

One final appeal: you'll see that our 'What's On' guide is thinner than usual. That is because **YOU** have not given me any indication of activities you might attend with your car during the next three or four months. **Please check your calendar, think through whether you'll be doing anything organised for Drive It Day or other events, meetings or multi-make local activities, and let me know.** This is so that if there are other TROC members anywhere near those events, they can, if they wish, consider turning up and joining in. It's clear that not all our members wish to attend, or are within range of, the Club's national rally each year – see page 125 for details – but we can still offer and share the chance to meet in **your** locality, **if you let me know about it.** This applies equally overseas: in the USA, Australia, New Zealand, Czech Republic, Romania, the Netherlands, Malta or Switzerland – it would be great to know that our cars are out and about.

Editor

We welcome new members:

1218 Janusz Mroziński, of Wroclaw in Poland, with TDC 1993 DL, USK 220, which is in restoration at the moment. We know of several Razoredges in central European countries, and it is very good to be able to welcome Janusz to the Club.

Our cover pictures for this issue:

Front – In the October 2017 edition we featured Peter Clarke's 1949 TDA Razoredge TME 825 as "our only foray into the Monte Carlo Rally" – but we were wrong. This is Kit Heathcote in 1953. The full story will be found beginning on page 126.

Rear – Graham Sinagola's TDB in the snow, making a perfect English winter scene. It's just a light dusting, but do take care out there! Image: Graham Sinagola.

CHAIRMAN'S MESSAGE

As we approach the 2018 Annual General Meeting of the Club and we complete our forty-third year of existence, it seems like a good time to sum up the present situation of the Club and our expectations for the years ahead.

Since the Club was founded in 1975, we have achieved, and continue to achieve, the original aims of the club: to support our members with technical advice and spare parts needed to maintain and restore the cars, to encourage their use, and to provide a social focus for those members who choose to meet together from time to time.

Some of those aims are better met today than ever before, in that our collection of spares and our funds for providing re-manufactured replacement parts which comply with the original specifications, are strong and continue to grow. Two years ago we re-organised our spares holding and invested in improved storage which will stand us in good stead for years to come.

At this AGM we are proposing, as we announced last year, to raise our membership fees. This increase is not something we are driven to do; the General Account is steady and holding its own, but this increase, if it is approved at the AGM, should secure our future at a comfortable financial level for many years to come – and yet our membership fee will still be fairly modest, compared with most other clubs of a similar nature.

Our membership numbers have been rising slightly during the past three years, somewhat surprisingly. We had assumed that as the cars age and some are felt to be beyond the point of restoration, that we would be a slowly-dwindling band; but 'barn find' cars are being discovered faster than cars are being scrapped. In the last twelve months we are aware of three cars which have been scrapped or broken up for spares, whilst no less than six laid-up cars have emerged. There are still a number of part-restored cars seeking new owners, but several cars have already found new owners and have become runners, and prices for good-condition cars changing hands continue to rise. New record prices have been set both here and in the USA.

I remain convinced the Club is in good health even so we could perhaps benefit from some new blood within the committee and I will take steps to progress this before I feel I should retire from the position of chairman having been in the post for twelve or fifteen years. It may be appropriate that another party should take over the reins all of which matters will be further discussed and decided in committee.

In conclusion I would wish to thank the present committee for their support in the past year.

Chris Hewitt, Chairman

Spares service update:

We're pleased to say that Bob Hobbs has successfully recovered and is almost back to full operational capabilities. Our full spares service therefore resumes as normal, and we thank any members who have been holding back their requests.

Notice of proposal to move AGM to rally day and venue in future years

One of the things we'll be discussing at the AGM is a suggestion that our AGM in future should move to the day of the Club Rally. This might increase participation in both events, which would be good. Your opinions are welcomed! See the reverse of the Admission Slip / Agenda form.



2018 NATIONAL RALLY: at CLAYDON HALL, BUCKINGHAMSHIRE

Our main Club rally for the year will be at Claydon, a National Trust house, on June 17th. The house is “an unexpected Georgian jewel” in idyllic countryside – how fortunate we are in this country to have so many of these historic houses, and to be able to visit them for occasions like this rally, and not just as tourist attractions. Florence Nightingale’s sister married into the Verney family, who have lived here since 1620.



It must be admitted that a Razoredge looks just right in this sort of setting. We’ll allow that the Roadsters and the little Mayflowers have their own style and character, but the English Country House is what our car’s all about. Do NOT miss the opportunity to collect a photo or two for the family album here, this June, if you live within reasonable driving distance – or even slightly unreasonable – make a weekend of it!

The nominated hotel for the weekend is the Bell Hotel in the old market town of Winslow, five miles from Middle Claydon. For those who do wish to make a proper weekend of it, there will be a gathering in Winslow on Friday afternoon, a gentle trundle around the glorious villages of the Cotswolds on Saturday – not in convoy, just calling at a few nominated villages, so that we shall be ‘bumping into’ others from time to time – and our usual three-course dinner (£25 a head) on Saturday evening. The special rate per night (mention the Triumph Club when booking) is £80 for a double room or £62.50 single, for bed and generous breakfast, whether you’re staying Friday, Saturday and Sunday or just one or two nights. The hotel prides itself on its food; not so much fine dining as good honest pub fare, and very well done. They have their own pie shop, which is a clue. There is ample parking and they will reserve an area for Club cars; and there’s no obligation to join in with the Saturday tour if you don’t wish to do so. More details and full directions will be in the April and June Globes.

If you are definitely booking, please let Tim Newing of the Roadster Club know, so that he has an idea of numbers. If you leave it until later, of course, there may still be rooms available but it can’t be guaranteed.

The rally on Sunday will be our usual relaxed and informal affair; arrival any time after 10:30am, and we break up at about 4:30pm or even earlier if the weather’s against us. We are due for a really good day this year, after a couple of mixed years. There is a £10 per car entry charge for the rally, and if you are not a National Trust member an additional charge if you wish to visit the House, and again for the gardens.

Note the date on the calendar: Sunday 17th June. We look forward to welcoming you.

If they have reached a suitable stages in their restorations, both Russ Gittings in the car described in this Globe, and Tom Dolby in his Razoredge tow-truck, may be attending. Also your editor’s tatty specimen might make it this year. What more could you ask?

ANOTHER RAZOREDGE ON THE MONTE

In the October edition 2016 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 had a little chuckle at the idea that a Razoredge had really ever entered the Rally itself. However, we then discovered the 1949 TDA of Peter Clark and Oscar Moore, number 139, looking terribly sorry for itself after meeting a Renault truck which turned left across the road as they prepared to overtake it. Peter Clark's description of the crash was recorded in our October 2017 edition, and if you did not see it, is well worth looking out. (All Globe articles since 2012 can be found on the Club website.) The car was written off, and it was our assumption that this was the extent of the Razoredge involvement in the Rally.



However, further discoveries have proved us wrong yet again. I really don't mind being made look a fool when it all contributes another testimonial to the remarkable qualities of the Triumph.



Image reproduced under licence from The Revs Institute, Stanford University Digital Library .

The car seen here and on our front cover is a TDC setting out on the 1953 Monte Carlo Rally, being driven by Kit Heathcote and Tom Ashworth, entry number 176. There were 404 starters, and 346 completed the main Rally stages, this being a 'pansy' rally with unseasonably fine weather. Stirling Moss, placed 6th, complained it was "too easy". This time the Renown was amongst the finishers, however, in 298th place, so they achieved more than Peter Clark and colleagues did in 1950.

We should perhaps not crow too loudly about this achievement. Ahead of us amongst the finishers were a Standard Vanguard in 55th place, Ford Anglia in 112th, and a Morris Minor 251st.



Ford Anglia, 112th place, and Morris Minor, 251st, both finishing ahead of our Renown. They can't have been as comfortable. Images from Wikimedia Commons

Our thanks go to member Dirk Devogeleer, who first spotted the photo, traced the identities of the drivers, and followed that up by tracing Kit Heathcote to retirement in Canada, where he was a member of the Ottawa Valley Triumph Club for many years. Originally apprenticed to Humber in Coventry, Kit had been a pilot in Canada during the war, and on its conclusion joined Standard Triumph. He then emigrated in 1957, and worked using his engineering expertise with the Canadian federal government. Sadly he died, aged 92, in 2015.



In a reply to Dirk's enquiry, Ottawa club member Mike Graham recalled: "I had the great pleasure to get to know Kit a little when he used to attend our club meetings. He was a very gracious and soft-spoken gentleman. As well, he was a gifted speaker with a wealth of interesting tales and anecdotes. We were very fortunate to be able have him as a member of our club and to have his tell us about his Triumph-related escapades. Unfortunately, Kit died in August 2015 at age 92. I don't have any information about Kit or his activities with Ashworth. I do know that Kit had a long association with Ken Richardson, and pictures of the two of them can be found in many books about Triumphs and rallying."

Family photograph



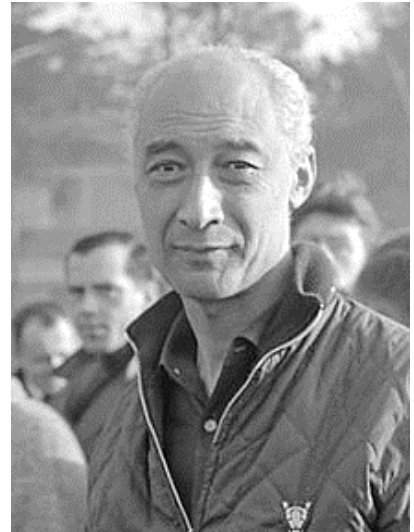
Kit Heathcote drove TR2s with Ken Richardson. Richardson, of course, was test driver for Triumph in the Razoredge years, and instrumental in the development of the TR2. It was he who drove the TR2 on the Jabbeke highway in Belgium on its record-breaking speed run, and also he who was driving with Sir John Black as passenger when the horrendous crash happened which put the latter in hospital for some time, and from which he never fully recovered.

Most of the individuals involved in Triumph rally bids in the 1950s. From the left: Kit Heathcote, Ray Brooks, Johnny Wallwork, Jimmy Ray, John Gott, Mary Walker, Ken Richardson and Betty Haig. It is believed the photo was taken in Monte Carlo.

Image from *Triumph TR2 – 6: The Last of the Traditional Sports Cars* by Bill Piggott, Veloce Publishing.

The winner of that 1953 rally was Maurice Gatsonides in a Ford Zephyr, who later also drove for Standard/Triumph in a Standard 10 and in TR2s.

His name is less than fondly remembered by a great many motorists, because whilst trying to improve his cornering technique he invented a camera which would take two exactly-timed images... and thus the Gatso speed camera was born, and eagerly adopted by police forces world-wide.



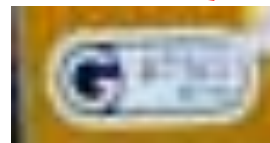
Wiki media images



The 1948 'flattie,' Gatsonides' own design of sports car, which had remarkable cornering and low aerodynamic drag. The resemblance of the TR2 may not be coincidental.



What a sad way for a brilliant driver and motor engineer to be remembered.



As for ETK 545, the only Razoredge successfully to complete the Monte Carlo Rally: nothing further is known of this TDC... unless you can tell us more!

And that, we honestly believe, does conclude the story of the Razoredge as a rally car in the 1950s. We have recently heard, however, of one which has been converted for rough-country use, given huge chunky tyres, and is now en route for Africa. More news of this startling venture may follow in a future edition.

MY TRIUMPH RENOWN STORY

By Russ Gittings

[Background: Russ was one of the founder-members of the Club in 1975, but later sold his car, an early TDC 432, OAU 663, first registered in Nottingham in 1952; he'd still like to know what became of it. If any reader has any information, please do get in touch. Russ has an engineering background and plenty of experience and know-how, so when reading this article please bear in mind our usual cautionary reminder:



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.

Russ rejoined the Club a few years ago, and spent some time looking for what he hoped would be the right car – but like every one of us buying a sixty-five-year-old Razoredge, you do it with your fingers crossed. The car he bought was one which had been advertised in the Globe for some time, by Lillian Fisher, whose late husband had been a long-time member of the Club and had this part-restored



car, which needed considerable work but had bodywork and interior in a little better condition, plus two others being broken for parts. That said, let's hear Russ's story! Editor.]

FOR SALE, PREFERABLY IN ONE LOT

Mrs Lillian Fisher, of Hespworth near Doncaster, would like to dispose of her late husband's collection of Razoredge cars and spares to someone who will appreciate them and will carry forward his intention to restore at least one viable vehicle from them. There is one complete car, surely a runner but needing work, two other mostly-complete cars, and a large quantity of spares. Tom Robinson has visited the collection and may be able to give further details.]



Russ Gittings and Tom Robinson

in 1976 – more hair in those days!

The 2013 advertisement in the Globe.



My Razoredge, LDT 842, TDC 1133, arrived on a trailer on a rainy day in February 2015, and we pushed it into my garage.

The first job after removing all the boxes and parts stacked inside was to see if we could get the engine running. I had turned it over with the starting handle when I first looked at the car, and the compression on each cylinder had felt good. I now dipped the oil, which showed no sign of water mixed in, and looked very clean; and the water in the radiator looked OK. I didn't at that stage know what state the petrol tank was in, so after cleaning out the carb and the fuel

pump bowl I rigged up a gallon can of petrol ready to give the engine a trial start-up. After fitting a new battery I cleaned and gapped the spark plugs, fitted a new contact set and set the timing. I then disconnected the coil lead and turned the engine over using the starter until the oil pressure gauge showed some movement. That done, I reconnected the coil lead and set her running. The tappets sounded really noisy, but after re-setting those I was pleased to find it sounded really good. No problems there – or so I thought.

I then turned my attention to the brakes. I had to replace the master cylinder and all the wheel cylinders as they were corroded and some were seized. The wrong type brake-shoe pull-off springs had been fitted to the front shoes, and when I checked the near-side front hub the seal was missing the felt part. The brake shoes were good, and the drums just needed the rust cleaning off. All the brake pipes had been replaced at some time, and I only had to secure the front pipe routed under the radiator, supplying the missing clips. The chassis brake pipe at the offside went in a large loop around the steering box, not behind it as it should have, and I corrected that.

[This is a problem which can occur when routing the brake-pipes, and Triumph and have issued warnings which we have previously shared in the Globe – if the pipes are incorrectly routed, they can be fouled by the steering or suspension, with potentially catastrophic results. The official Triumph warning said:

**CORRECT ASSEMBLY OF FRONT BRAKE HOSES PART NO. 59290
TRIUMPH RENOWN**

OFFICIAL STANDARD TRIUMPH REPAIR BULLETIN DATED 6TH JULY 1950

It is absolutely essential, when assembling the front brake flexible hoses to their respective abutment brackets on the chassis side members that these hoses should approximate to the horizontal position and under no circumstances, should be ‘looped’ upwards.

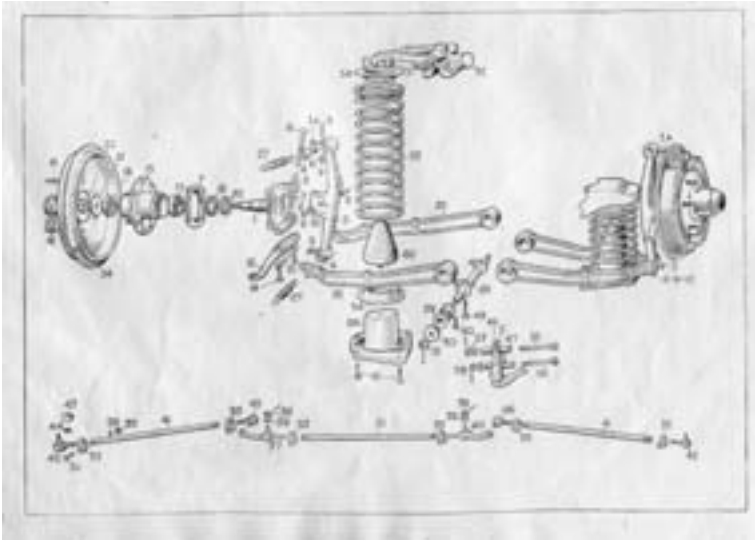
Failure to regard the correct method of assembly when fitting a replacement hose for any reason, may well lead to such a hose being chafed by the wheel rim when on the forward lock.

When fitting one of these hoses, it should be first screwed securely home in its banjo adaptor on the brake backing plate, taking care meantime to prevent this adaptor moving and damaging the bottom cylinder connector pipe or unions.

Having fitted the flexible hose to the backing plate, it should be secured to the abutment bracket on the chassis frame, by tightening up the locking nut, whilst preventing the hose from turning by holding it with a spanner. **DO NOT TRY TO SCREW THE HOSE INTO THE LOCKNUT BY ROTATING THE FORMER AS THIS WILL CAUSE SERIOUS DAMAGE TO SUCH A HOSE.**

It's a timely reminder that there are traps waiting out there for the well-meaning amateur with “a little learning.” Please take GREAT care! – Ed.]

There seemed to be a lot of play at the steering wheel, so I asked my wife to rock the steering wheel whilst I looked to see what the problem was. I could see both steering idlers moving in the chassis brackets due to the wrong size bolts being fitted. I stripped the front suspension down on both sides and replaced the bottom arm rubber bushes and two fulcrum pins and nuts. One was seized solid, and worn-out on the other side. I then re-shimmed both king pins to remove excessive lift. One of the track rod ends also needed replacing, and all that the rest of the steering joint needed was the missing split pins. The bell-crank and the steering idler were in very good condition.



- Bottom arm rubber bushes 29
- Fulcrum pins 27 Fulcrum pin nuts 4
- King pins 6 Felt washer 20
- Brake drum 24 Steering idler 47
- Thrust washer that wears and leads to vertical play 7
- Mounting bolts 55 & 56 (they are of different diameters)

The underside of the front cross-member of the chassis



was very thin and corroded in holes in places, so I cut it out carefully, working around the idler brackets.

Looking up at the top and sides they were solid, so I made up a new bottom piece of the same metal thickness and welded it in with an electric welder, taking care to ensure a thorough weld, since this is a load-bearing member.

Before cutting out; and then after removing the underside. Images by Russ Gittings.



The front cross-member once welded up and painted, seen from under the front of the car.

Meanwhile, I had other problems with the tyres. New tubeless tyres had been fitted not long before I bought the car, and they kept going down. When I stripped them off I found all the rims had not been properly cleaned, and one of the valves was not properly seated all the way round, so was leaking air. I cleaned them all up and re-bedded them. This is all basic stuff – why had the tyre fitter not done this?

These rims are not the tubeless type, so I shall fit tubes later; but for now, at least the tyres stay inflated.

[Bob Hobbs adds an important note about our tyre rims: the reason it's best to use inner tubes is that the well in the middle of our wheel rims is deeper than on modern cars. This means that in the event of rapid deflation, one bead can drop into the well, allowing the other to run off the wheel; the tyre may leave the wheel altogether and will certainly offer much less control than a deflated tyre on a modern wheel. A tube would probably prevent either tyre bead getting down into the well. This applies to both cross-ply and radial tyres.]

My next job was the rear window, as it was hanging out, due to the frame being rotten and having woodworm in it. I think the woodworm was introduced from a plywood box with some spares in it, which had been left in the car for some time. The bottom of the box was riddled with it. There is some woodworm in other pieces of the wood frame, but I have treated that two or three times with woodworm fluid, and when I replace the headlining I'll cut out and replace what I can, and treat it again. I won't be doing a final fitting of the head-lining until I can be sure it's all gone.



I made up a new rear window frame and refitted the window using new rubber supplied by the Club. The front seat had rips at the bottom and the top of the backrest, which was replaced, but on the pleated bottom and back of the seat it was just the stitching which had come apart, and the leather was good. This was re-done. My main aim was to get the car roadworthy and to take it forward as a rolling restoration.

After re-fitting the wiper arms and blades, I sorted a minor problem with the vacuum screen washer. My next job was to check over the wiring, and replace some suspect connections with the correct brass bullet-type. I also re-wired the 1970s VW rear lamps that had been fitted. One day I'll change those for something more appropriate for a 1950s car. Checking the lights for operation I traced one or two more bad connections, mostly due to bad earths. The rear number-plate box required a complete re-wire. Two festoon bulb holders had been fitted, and one of the live connectors went straight to an earth point, which was alarming. I corrected it, and fitted the correct bulb holders. The semaphores had been disconnected and flashers fitted, using the front fog lamps with orange bulbs inside. You can't miss them! At the back there are the normal indicator sections of the VW rear lamps; so those will do for now. Having checked the wiring loom from front to back I taped up some of the loose outer covers and secured with new clips at the rear. We were getting close to doing a road test!

For a final check I inspected the underneath of the car, particularly to the rear. The fuel line was good, from the front of the car towards the back. I removed the petrol tank sender unit and peered inside the tank, to find it looked very good. It had been slosh-coated. I drained out a small amount of stale petrol. However, the tank had been re-fitted with metric size bolts. Also, to get the tank off, someone had cut the metal fuel line and badly re-joined it with a piece of rubber hose and two jubilee clips. The front clip had been tightened up on the rubber hose only, completely missing the metal tube, and at the back the rubber tube was badly split. This was easily put right, but could have had serious consequences if it had not been spotted.

The rear springs looked good, with no sign of broken leaves. The front fixings and rear shackles looked good. The handbrake compensator was pulling over-centre, so I corrected that. The new exhaust system required two fixings replacing, the tail pipe heating up and bending to clear the tyre and

springs, and then a ten inch extension welding on so it would properly clear the bumper, to avoid the risk of fumes building up under and in the car. On checking the propshaft universal joints they were good, but I had to replace one missing bolt and tighten up the rest. Whilst I was under the car I greased all the nipples including prop shaft, pedal cross shaft and handbrake cable.

*There are 19 grease nipples and lubrication points on the Renown, which need to be attended to every 1,000 miles. Is anyone feeling a little guilty anxiety? **If you need a copy of the lubrication diagram and instructions**, email editor@TROCltd.com or phone 01304 812 511 and leave your name – I'll pop a copy in your next Globe envelope. Ed.*

Whilst I was working under the front of the vehicle I checked out the clutch linkage and replaced the worn E-piece and two badly worn rods with parts supplied by the Club.

So: it was all good as far as I could see, and ready for its first run out on the road for 35 years. I opened the garage doors and backed it out; tried the brakes a time or two, and set off down the road. Two cars coming in the opposite direction tooted their horns and gave me a thumbs-up. Brilliant, and it felt good – but I didn't get very far before it started to overheat, so I came back home. I had had similar problems with my first Renown all those years ago, so I was not too disheartened.

That first car had had water in the oil, but this was not the case now. I replaced the radiator with a better one I had, and it was a bit better but still overheating. The most likely fault, in view of the long period of inactivity, was that the block would have silted up.

I had replaced the water pump when I first had the car, because of a noisy bearing, so I knew the impellor was going round. I did however remove it again, and this time the water pump housing that bolts onto the block, to see if there was any blockage there, but so far as I could see through the narrow opening it looked OK.

Therefore I started to remove the cylinder head. Taking the thermostat housing from the head I could see a build-up of corrosion in there, so I had more confidence I was on the right track. When the head was finally off, all the water channels looked restricted and clogged by corrosion. I drained the oil and removed the sump, in which there was a fair amount of black sludge to clean out. I then removed the pistons and liners – and there it was. The block was really heavily silted up, so that the cooling water had been unable to circulate properly round the liners and the head to cool the engine, hence the overheating.



However, I was also surprised to see, on removing the head, that the number 3 piston and valves were oiled up, and yet the engine had not been blowing out blue smoke when running. On removal of that piston, all the rings except the top one were found to be seized. Number 2 piston also had one seized ring. The big end shell +30° looked OK, and the crank journals had the odd mark, but nothing to mean anything. I had taped up the crank journals before

removing the liners, to stop silt entering the oilways.

The oil pressure had been good when the engine was running, but I still removed the oil pump bottom and checked it out. Everything looked good, so I re-fitted that. There was a little more crank end float

than I would have liked, but not excessive, and as I didn't have any over-size thrust washers anyway, I left that as it was.

I next cleaned the carbon off the top and out of the lands. After removing the seized rings and after a good clean-up of piston and rod, I fitted new standard-size piston rings, after checking the ring gaps in the very top of the cylinder bore (the un-worn part). New ring gaps are usually OK but it's best to be sure. All the little ends were good on the con rods. I honed out the cylinder liners leaving a nice fine cross-hatched pattern that would hold oil to assist with the bedding in of the new rings. Meticulously, I cleaned all the silt and muck out of the block and got it all spotless in there.

I used Stag Wellseal on both sides of the copper liner seals, and also turned the liners $\frac{1}{4}$ of a turn, so the piston thrust would be in a different plane – all good stuff! – and then clamped them down, so they wouldn't move when I turned the engine once, on refitting the pistons.

[Bob Hobbs has described this before as a critical point. The liners only have to be nudged the tiniest amount to disturb the seal; and this is usually the reason why so many people who replace the head gasket need to do it again soon after – they have disturbed the liners. A thousandth of an inch is enough. – Ed.]

I fitted new big ends using plenty of oil, and new big end lock tabs on the bolts; re-fitted the cleaned-out oil pump assembly, and replaced the sump with a new gasket and a new copper washer on the sump bung. My engine had the early by-pass oil filter, so I changed it to a full flow type simply by using a filter assembly from a Triumph TR 2-3. One had come with the car, but when I stripped it down there was water inside, and corrosion in one of the ball seats. There are two ball-bearing type ball seats in the filter head, one for the pressure relief valve – that one was good, and I only had to replace the ball bearing – and the other, slightly corroded, one is in case the filter does get blocked, the pressure would open the valve allowing unfiltered oil to return into the sump.

I overcame the problem of the corrosion by welding a piece of rod to a new ball bearing, made an adaptor to keep it central, and removing the bung and spring, dropped it down the hole. I fastened the rod to a valve grinding stick, added a touch of paste to the ball, and ground the ball into the seat, then washed it all out with petrol and fitted a new ball bearing, with its spring and bung, and left it filled with some very thin oil overnight. In the morning there was no sign of oil coming through, so – job done! I fitted it to the car engine with its correct full-flow filter type element using a new gasket, and some locking wire through the bolt heads as they can come loose. As an extra, whilst the head was off so I could get to it, I repainted the bulkhead.



I had bought an unleaded cylinder head a while ago from ebay, so I thought now might be a good time to fit it. It had the newer thicker and beefier valves, new valve guides, new springs, and the head had been skimmed. When the new head arrived, I could see at once that the outer springs that were shoved tightly on were not right. As well as being too tight, they didn't have the close coils at one end as they should have. Also, on removing the inner springs – with difficulty as they seemed to be coil bound, they were too long; maybe intended for a Standard 8 or 10?

On an unleaded head they fit hardened seats in for the exhaust valves only, and these looked good. I had to hope they would stay in. On removal of the inlet valves I could see that the seats were pitted; they had not re-cut these. Since I have the equipment, I re-cut these, ground all the valves in, and re-fitted them with the correct valve springs. I then fitted the new head gasket – seam side upward, towards the head – after checking that the liners were standing slightly proud, as they should. Coating

the block face only with Stag Wellseal, I then fitted the unleaded head and torqued it down; fitted the correct outer valve springs and caps, replaced the push rods and the rocker shaft and torqued that down. I kept turning the engine over in between stages to make sure nothing was jamming up. All was well, so after setting the tappets and checking and straightening the top of the rocker box where the studs came through I re-fitted it with a new gasket. I then filled the sump with new oil, replaced the top hose, re-filled the radiator, fitted the engine breather pipe, rocker box to manifold, and also checking that the little pin in the rocker-box fixing bolt was not carboned up and free to vibrate.

I then turned the engine over a few times on the starter, and then turned on the ignition and started it up: and it sounded brilliant, music to my ears. The oil pressure was good. Out on the road the car handles really well: steering good, brakes good. The engine sounds really sweet with plenty of power and good oil pressure. I'm well pleased!

I was hoping to run the car around for a while before fitting my new clutch and overdrive box, but as I can't get a smooth take-up with the clutch – it is very juddery – I have decided it's got to be done straight away.

That, however, is another story, for another day.

PS – I'm still looking to find my old Renown, OAU 663, commission number TDC 432, engine number TDC 500. I know the registration number is now on a Mercedes. I understand the car has to be MoT'd to transfer the number, so the car could well still be around somewhere with a different registration. If anyone knows, my phone number is 01623 461 836 or 07950 918 922.

Russ Gittings

*We must thank Russ for all the time and trouble he's taken to record all this in such unprecedented detail. For a non-technical chap like your editor, this has been an eye-opener, and I'm sure many members will find it a revelation to have been able to "watch over the shoulder" as one of our cars is brought back to life. **Do remember that warning at the start, however.***

FOLLOWING UP ON STORIES FROM PAST ISSUES

In August we reported this interesting pick-up conversion owned by Mark Wint, in Hampshire. It was advertised in the Globe and 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.



Tom writes:

Things have moved on with my truck since the last Globe, mainly in a positive way I'm pleased to say.

I knew that changes are due regarding the DVLA's attitude to modified vehicles so decided to take action sooner rather than later. I phoned and explained the situation in a hypothetical way without mentioning specific names or vehicles. I said that I didn't know how to define the body type on the form - truck, commercial, etc. After consulting, she said that I should write what I thought appropriate on the form and include a photo; they would then (hopefully) send me a new V5C with the correct specification. I wrote Truck, sent 3 photos and a note. I pointed out that Renowns have a chassis so that changes to the body can not be not structural. I also emphasised that it would not be used for practical breakdown work but would only be for historical interest to classic car enthusiasts, evoking the spirit of the 1950s and 1960s. About 3 weeks later, I received a new V5C with the body type changed to Pick-up. Aren't the DVLA wonderful!?

NYA 854's original log book, first registered in Somerset 1951.



NYA 854 before conversion in 2007.

Regarding insurance, I phoned Carole Nash who I use for my cars and explained the situation. The person wanted to look into the matter and phoned me back later. The good news is that it will only cost me about £10 more than what I pay for each of my other cars. It would be the same for a pick-up, whether or not there is a crane on the back.

Following a lead resulting from the last article in The Globe, I have spoken to the person who did the conversion, which happened in 2007. He ran a garage near Lowestoft and had bought the Renown so he could use some parts for a customer's car.

He can remember that he took the running board strip metal ends. He may also have used the front bumper and valance, given that the truck now has different bumpers and no valance. He was a bit short of work after Christmas so decided to make something of the car, admittedly as cheaply as possible. The idea of the truck was partly motivated by the rot at the rear end of the Renown, which is not uncommon. It was done for show rather than as a practical vehicle and he ran it for 2 years before selling it.

The only practical work I have done is to start it, given it had been standing and the weather was getting frosty. Here, the news is not so good.

I checked the fluid levels: water - down; oil - up. Oh dear - head gasket or cylinder liner figure-of-eight seals? I drained some of the 'oil' out of the sump to take the level down prior to starting it. To call it

mayonnaise would be optimistic, more of a grey sludge! Despite this and because it must have run like this previously, I did start it so that I would then be able to drain it better with warmed thinner sludge. It started surprisingly well. I did then drain it, refill it with cheap oil to flush it and drain it again. It was still less than clean so I need to do the same again, maybe twice.

And in the longer term? Bodge Alert!

I have had the same problem in a minor way with my Roadster and ran it for some years by using cheap oil and changing it regularly. I carried out tests and concluded that there was a tiny leak in a figure-of-eight gasket. I didn't feel inclined to dismantle the engine just to replace the gaskets (I did this job several decades ago in a car park!) and so tried a Wynn's product to seal it, and this worked!

So, being a pragmatist rather than a perfectionist, this is what I will try with the truck.

I mentioned the spirit of the 1950s and 1960s. To this end, I would like to acquire period items like an On Tow sign, trade plate, warning triangle, etc, so would be pleased to hear from anyone who can help.

Technical note: How you decide to treat your car is of course your own responsibility, but Bob Hobbs warns that flushing with cheap oil may lead to problems where some of the oil will remain in the engine, and if the viscosity is not right for the classic engine and that running when water is getting into the oil, causing the characteristic 'coffee-froth' visible inside the filler cap, will lead to increased wear and poor lubrication even if used only of short runs. Used for a longer trip, especially if sustained high engine speeds are allowed could result in catastrophic failure of the engine. The picture of Dirk Devogeleer's engine, seen in the February 2014 edition of the Globe, shows what can happen when component parts of an engine decide that "they have had enough" and wish to make their views known!



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.		

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 T Country Saloon, 1948. This car has had extensive mechanical work professionally done in the last five years (see previous Globe articles). (Recently stripped and re-engineered) less than 1,000 miles ago. Offers are invited.

SOLD

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, 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: KEW 435 TDB 5789 DL. The car looks remarkably solid. I've been told it was running a couple of years ago. Obviously it's a restoration project but being a one-owner car since the 60s it's got to be worth doing. I've been told it's all complete minus a headlight and side light that seems to have gone missing. The car is in Orpington Kent, off junction 4 of the M25. Asking £2,600. If you have any questions, call me on 07960 250 336 Mark.

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: Various spare parts for a TDC (mostly also fit TDB) as follows: pair of horns, pair of front wings, gearbox, front grille carcass, centre dash (TDC), air filter box, head lights (painted), side lights, pair of rear springs, pair of front shock absorbers, windscreen, rear valance, wiper drive cable. Please ring in the evening. Phone 01874 711 690, Lloyd Evans.

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 fully restored chassis for a TD/TDA 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.

RUMMAGING AROUND IN OLD ALBUMS – more news!

Ruth and Cissy Schalit with the concours-winning TDB in Nice, 1951

In October we published this photograph from the Old Classic Car website, sent to them by Adrian Stella. There was little supporting information except that the picture had been taken in France, and we were only able to speculate about the date and location: “This car has travelled 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.”

When seeking permission to use the photograph, I had contacted Adrian Stella, and he passed my enquiry on to the owner of the photograph, Jonathan Fasman. Mr Fasman kindly gave us permission to use the image, and has added some fascinating history.

“This picture is of my Grandmother, Cissy Schalit with her 1951 Triumph Renown winning the ‘Concourse d’Elegance’ in the South of France in 1951, beside her daughter, Ruth (now Ruth Brass).

“The story goes they were driving through Nice on a vacation from their home in Hampstead, London, and noticed a car show and decided to enter it on the spot. My Aunt Ruth still has the trophy in her home in Sussex.

“One more thing about a detail you mentioned, as for the AAA and Niagara Falls badges, my mother lived in the USA by then and I assume my grandfather got the badge there while visiting, as opposed to the car itself actually being in America.

“My Grandmother had quite a few Triumphs in her years including a Dolomite and the Stag pictured below (I’m in the front passenger seat). Actually my Grandfather, Lionel Schalit, bought a matching yellow Stag at the same time for the same Aunt Ruth.

“Another family story is my barely five foot tall white-haired Gran once double-parked and left a note left on windshield of the Stag which said “I felt a little bit dizzy and went in for a spot of tea”. I can only imagine the faces of the Bobbies that were waiting for her return as she tootled back and fired up the V8!

“I keep the family Triumph tradition up and drove a TR-6 in university in the USA where I grew up.”



Granny has personalised plates on her Stag - not so common in the sixties.

Grandfather Lionel Schalit really had an eye for a luxury car. Jonathan has documentary proof that Lionel was actually the second owner of HRH Prince Philip’s 3-litre Lagonda, which was the Duke’s main personal car from 1954 – 1961, and which opened the M1 motorway in 1959.



Grandmother Cissy Schalit in the Stag; Jonathan is visible in the front passenger seat.

We are very grateful to Jonathan for sharing his family history, and permission to use the photographs. Cissy sounds to have been a remarkable and redoubtable lady, and it’s good to imagine her behind the wheel of LXV 827. Unfortunately, nothing more is known at the moment of the fate of this Razoredge.

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 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, phone (01304 812 511) 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 10:30am. The Agenda is enclosed in this 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 in the April edition?** 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.

The nominated hotel is The Bell in Winslow, and some will be making a longer stay for people from a greater distance who want to make a proper trip of it. See our article on page 125.

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.



Possible Razoredge present

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!

IN MEMORIAM: ALAN WALTON OStJ

It was with great sadness that we learned of the recent death of Alan Walton.

Alan was a kindly soul and a true gentleman. He joined the Club in the 90s when he acquired NWB 396, TDB 3861 DL, and has been one of our most conscientious attenders at both the annual rallies and the AGMs. With his near neighbour and fellow club member Graham Beechey, he often provided us



with fascinating and carefully-researched road runs, whenever our Rally took place near his 'home patch' around Kidlington, Oxfordshire.

In August 2013 when one of our committee was approached to supply a car for the wedding of a family friend in Oxford, it was Alan who volunteered his time and car to meet the need.

NWB 396 on wedding duty

Alan had a keen sense of duty and service to others, and spent his life doing what he could see was needed. As a young man in 1962 he had witnessed a motor-scooterist come off his bike and break a leg; fortunately an off-duty policeman was also at the scene and was able to provide first-aid. Alan was uncomfortable to think that if he had been alone he would have been unable to do anything to help, and so he took first-aid lessons and joined the St John Ambulance Brigade.

For over fifty years he served as a volunteer with the organisation, and in the New Year's Honours List in 2012 his service was recognised when he was made an Officer of St John, a military award of the



order, the equivalent of an OBE. He was deservedly proud and delighted with the award, and wrote an account for us in the Globe of the investiture ceremony which took place at the historic St John's Gate headquarters in Clerkenwell, a building going back to the monastic days of the order in 1504. His sense of being part of the historic principle of service for others, and yet of practical current usefulness, was deeply ingrained.

He will be sadly missed, and the Club's sympathy is expressed to Anita, his widow.

St John's Gate, Clerkenwell

Alan Walton, on the left, receiving his award from the Prior of England and the Islands.



