



THE GLOBE

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Visiting the English country house

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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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 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 – *CONTAINS SOME IMPORTANT ITEMS, PLEASE READ!*

Dear Razoredge Owners' Club Members,

First, apologies for the delay in publication of this issue. I think you will see, however, that we have been busy in the time since the AGM on 25th March implementing the decisions taken at that meeting.

This edition contains some significant matters of business, as well as your membership renewal documents, and we would urge you to pay close attention to pages 4 to 10. There are some changes involving the club organisation and committee roles, an increase in membership fees, and changes in the law about how we keep our records and how you renew your road tax and MoT. The 'What's On' guide is much more relevant to Razoredge activity, and there are changes afoot involving the AGM and the Rally for future years.

There's also the final information relating to this year's Club annual rally at Claydon Hall, Buckinghamshire, on June 17th.

At the AGM we heard with regret of the resignation from the committee of Colin Copcutt. Colin's extensive professional background in engineering and railways management has been of great service to the Club for fourteen years, and his ability to spot problems and opportunities, like the good driver who always looks further ahead down the road, will be greatly missed. Colin leaves us to concentrate on his steam traction engine and steam train interests, but still has his Razoredge and will continue as an ordinary member of the Club. The Committee thanks him for his years of service to the Club, especially as Technical Officer for the TD and TDA models. Bob Hobbs will now be Technical Officer for all models, as well as continuing to be Spares manager for all items other than brakes, steering and suspension.

In order to share this rearranged workload more fairly, and to manage our response to the new Data Protection legislation, Roger Stone takes over from Bob Hobbs as Membership Secretary as well as continuing to edit the newsletter.

The Data Protection changes are explained in a short article on the following page. The changes in the law are wholly beneficial, and present no problem for the Club, but you should be aware of the data we hold about you as members, and what we do with it; for this reason we have produced a Data Policy and Practice document which is enclosed with this Globe.

The other enclosure is the Membership Renewal Form, which needs to be checked, completed where parts are blank, and **sent back to us** please, even if you pay membership electronically. I have sent email copies to every member where we have an email address, so you can send it electronically and save postage costs. **You will also need to check you are paying the correct amount – membership fees were updated at the AGM this year.** The good news, however, is that with these changes the Club's financial standing is strong and healthy in all areas, and no further changes are expected for a number of years ahead. Details will be found in the financial accounts presented with the AGM minutes, in this edition.

Finally – check out the **FOR SALE** section because there are some newly-unearthed barn finds which present great potential opportunities. More details of these will follow in the June edition.

Editor

We welcome new members:

1219 Ian and Roslyn Dimmack, of Queensland, Australia, with TDB 5154 DL, 234 RCU

Our cover pictures for this issue:

Front – Mike Sampson visits Stanway House, a fine Cotswolds country house with the world's tallest gravity-fed fountain (a 300-foot jet). This building, mark you, is just the gatehouse.

Rear – A collection of derelict cars photographed by Tom Robinson.

GENERAL DATA PROTECTION REGULATION (GDPR)

This new legislation takes effect on May 25th, and is intended to make the people who hold data about us all, 'clean up their act'. It is mainly directed against misuse of data by companies like Google, Amazon and Facebook, but you will notice the effects also at a more everyday level.

Halfords, as an example, last year started inviting you to have your receipt emailed to you. This seems to be a good idea – you can file it away in a folder in case it's ever needed, and it is less likely to be lost than a till receipt slip. However, you'll then find you get Halfords promotional emails arriving in your inbox – did you want, or expect that? If you look near the cash-desk in Halfords now, you'll see a notice informing you that they'll use it for that purpose, and you'll be given the choice of opting out. This is in preparation for the GDPR, and a good job too. I have a Tesco Clubcard – the apparent use of this is to give me a loyalty savings incentive; but they can link to my detailed purchasing patterns – they know how much red wine I get through! What are they doing with that information? To whom are they selling it?

The key ideas behind Data Protection are that: data entrusted to us should be held securely, and not leaked, lost, or shared in ways our members don't expect; it should be kept up-to-date and accurate; and it should be used for the purposes our members expect. We should make sure our members know what we're doing with the information, and that they have the opportunity to object or withdraw from the data holding if they choose. As a car club, complying with this does not present problems, and the enclosed Policy Document should not contain any surprises for you. Please give it a look-through, and if you have any query or misgivings, please contact either of the Club officers named.

CHANGES IN THE LAW ABOUT MoT FOR OUR CARS

The DfT changes to the testing regulations are now confirmed, and they come into force on May 20th. The Federation of British Historic Vehicle Clubs has been negotiating with the DfT about the implementation of these laws on our behalf, and their description of the process and the changes can be found on their website, here: <http://www.fbhvc.co.uk>.

The principal change is that instead of just needing to be over 40 yrs old, the **owner now needs to declare** at tax renewal time that the car is a **Vehicle of Historic Interest**. The onus moves to you, rather than just being a matter of date of first registration. This will apply on all road tax renewals for May 31st 2018 and thereafter. Only Vehicles of Historic Interest are exempt from the MoT test.

To qualify as VHI, our cars need to be over 40 years of age (which they are) AND not to have been 'substantially modified': that is, it's a genuine old car, not a hot-rod which happens to have been built on a Razoredge chassis. This is fair enough – but the devil's in the detail, as always. Look for the small print. This is where the FBHVC have been fighting on our behalf, and they say they are satisfied that the results are fair. What changes, exactly, might members have made, and which of those might disqualify your car from being a VHI?



V6 engine transplant... must have an MoT

Something like changing the engine for another of the same (authentic) type doesn't disqualify it, but if you've inserted a Chevvy V8 or even a Triumph TR3 engine, that would. If the changes were made more than 30 years ago that's probably OK, but you'll have to have evidence that this is the case. It is the **responsibility of the car owner to make the claim of VHI** and then *IF* the DVLA should challenge that, for some reason, then they may come after the owner for back-tax and insist the car needs an MoT.

Changes made recently but which were options when the car was originally made, do not count as substantial change: so adding overdrive to a TDB from TDB 3001 on, or to a TDC, for example, would not disqualify your car, because overdrive was an option when the car was built. If you have modified the chassis to allow this on an earlier model... it could be questioned.

Wing mirrors were available when the cars were new, so if I decide to add some to my own basic-model TDB, it would not be a problem and I would not need an MoT for that reason; plus, adding wing mirrors is relatively trivial, not a 'substantial change' because it does not alter the underlying purpose, structure or fundamental nature of the car.

Changes are allowed where modern parts have been fitted because the originals are no longer in production. This means that any parts TROC has had re-manufactured are acceptable, because we always follow the original specifications.

Changes made to axles and running gear for reasons of efficiency, safety, or environmental performance, are permitted. This would cover many of the changes our members are likely to have made: radial tyres instead of cross-ply, conversion from leaded to unleaded petrol through hardened valve-seats, and adding flashing indicators on the front and rear wings. [Adding additional rear and brake lights at the edges of the vehicle, in addition to the ones next to the number-plate box, incidentally, is a legal requirement: one of the few examples of laws which had a retrospective force, made in 1989. Not everyone knows this, and it's not often enforced, and some cars in the Club do not comply; but there it is, and it makes a great deal of sense.]

Probably, changing from dynamo to alternator, and therefore positive to negative earth, or exchanging the distributor for an electronic self-adjusting ignition system, would not count as substantial changes requiring submission for MoT tests. However, more detailed questions like this will need to be checked and listed – we shall develop a list and show it on the website, in due course, as the workings of the new system are explored and clarified.

Our Technical Officer, Bob Hobbs, is the person to consult if you are in any doubt about changes which have been made to your car. For some enquiries he might not have an immediate answer, but will need to research and get back to you; so please try not to leave it until tax-renewal day before you make your enquiry.

We note with regret the passing of David Evans, Clubs correspondent for *Classic & Sports Car* magazine. David was a regular point of contact for John Bath, our historian and publicist, and would often find space for a mention of TROC activities and events. He was keen to support and nurture smaller clubs like ours, in a world where often the big numbers count for everything. A keen classic car enthusiast himself, he was energetic and hard-working, and his loss at the relatively young age of 56 will be felt.

A SPECIAL REQUEST

Jo Phillips, of Leek in Staffordshire, is seeking a Renown to give a birthday surprise for her mother's 70th birthday in early August. "She reminisces frequently about the family car they used to have and how she loved my Grandad's car. We would love to take her out for afternoon tea on Sunday 5th of August. If anyone would consider helping us out, or could point me in the right direction, it would be hugely appreciated."

Might someone be able to take them out for a drive, to their venue? Phone Jo on 07803 328 493

**MINUTES OF THE FORTY-SECOND ANNUAL GENERAL MEETING
TRIUMPH RAZOREDGE OWNERS' CLUB LTD
HELD AT BRITISH MOTOR MUSEUM, SUNDAY MARCH 25TH 2018**

1. Chairman's welcome and address

The chairman opened the meeting at 10.35 and welcomed the four members (plus seven committee) present and thanked them for attending. He then outlined the club's activities throughout the past year and expressed the opinion that we must address the problem of a poor attendance at recent Annual Rallies and he would welcome any suggestions from the floor as to what could be done. The Club's spares service continued to flourish, and solutions had been found over the year in solving some manufacturing problems to ensure continuity of supply. An important point was made concerning the return of old units to replace reconditioned parts supplied by the Club. Many old units had been scrapped, often by garage carrying out repairs on a member's car. This meant a loss of parts that could possibly have been reconditioned. From now on, no spares of this nature would be issued without prior receipt of the old unit and subject to that unit being repairable. The Club was sorry to make this stipulation, but it was imperative to preserve stocks. This year's Rally location would be Clayton House, a NT property in Buckinghamshire. The chairman hoped for a good attendance from members. This would be a joint even with the Triumph Roadster Club and the Triumph Mayflower Club.

2. Secretary's report, including minutes of the last AGM and matters arising

In the absence of the secretary, who was abroad, Tom Robinson read out a report which had been prepared earlier. Our usual returns have gone to Companies House in respect of the two company names and the Club's insurances have been renewed on the same terms as previously.

Colin Copcutt has now formally resigned as a committee member and as a TROC Company director [since 1994] and his name has been deleted from the Companies House register. His balanced and informed views on health and safety and on engineering matters, and his technical contribution on TD/TDA cars will leave a significant gap. A vote of thanks was proposed for his considerable contribution to the Club, and we shall need a replacement member for the Committee.

Correspondence: nine members' postal responses to the proposed subscription rates had been received and all were positive about the increase in subscriptions and unifying the AGM with our Annual Rally. Our constitution will need small changes to reflect this, which was agreed, and that it should be implemented for 2019.

3. Magazine editor's report

Roger Stone reported that the expected six issues had been produced during the past year, and that dates of publication had continued to close in on the start of the respective months, with one exception due to circumstances beyond the editor's control. In November the Club Committee had held a review of the content and format of the newsletter, and for that purpose had invited comments and suggestions from members. A small number (6) of comments were received, all being favourable, and it was therefore decided to continue much as we are.

An important improvement during the last 18 months had been the reduction in costs, due to three factors: our new printers, who allow us greater use of colour throughout the colour editions without extra charge; the use of black-and-white editions twice a year, which greatly reduces the print cost in October and

February; and the larger-than-hoped-for number of members who opted to have their Globe in electronic form in return for reduced membership fees.

4. Membership secretary's report.

First, it was with great sadness that we learned of the death of one of our members, Alan Walton, recently. Alan had been a regular attendee at our AGMs and rallies and was a delightful gentleman to know. The Club was represented at Alan's funeral. We offer our condolences to Alan's wife and family.

At present our membership is 161 total. This comprises 131 members in the UK, 22 overseas, 4 associate and 4 honorary. We now have members in Israel, Poland, Denmark, Belgium, Malta, Jersey, Eire, New Zealand, Switzerland, Germany, The Netherlands and the USA. There have been several cars newly registered with us that we had not "seen" before but sadly some long-term acquaintances have disappeared. One of our most recent members to join has had his Triumph since 1975 and is only now having restoration work undertaken in order that he can use the car for the first time!

5. Spares secretaries' reports

A] from Bob Hobbs. Sales have been relatively slow over the last year. Unfortunately, the stock ledger has recently been found to be slightly adrift from reality in respect of windscreen sealing rubbers. There was a run on the item and what was thought to be a number of packs at the bottom of the appropriate container turned out to be boot lid seals instead. More windscreen rubbers will be in stock shortly.

It has been noticed that some members are still not asking the Club's spares secretaries for parts as a first resort for finding their car's essential life support bits and pieces. This also applies to queries relating to matters technical. Our advice is free and it will be correct and in accordance with the original workshop manual rather than odd responses on a discussion forum or similar.

Spares despatch was suspended for a while, from late November through to the end of December, as announced in the Globe, due to surgery to Bob's foot. Provided there are no further issues, he hopes to provide normal service from now on.

B] Chris Hewitt had nothing further to add, except to emphasise once again that he would not in future issue exchange items until the old, repairable unit had been received by him.

Adoption of accounts.

Attendees had been issued with a set of spares accounts for their evaluation (see following pages). The Treasurer in his report pointed out that there was a substantial cash balance of £23,148.10. In money terms, our spares sales were down by 30%, but we bought a similar value of spares stock. The value of the Club's stock of parts [£64,384 on a cost basis] has returned to its former level. It was suggested that consideration could be given again to joint manufacture of common parts with other clubs.

There were no questions from the floor. Proposed acceptance by J Fender, seconded by P Green; and all in favour with no abstentions.

Bob Hobbs did point out that the value of spares shown was the wholesale value, the retail value would be considerably more. Jim Fender asked if the value of spares was gradually written down. The response was that the value of spares actually increases, due to scarcity – it is a reverse problem.

6. Treasurer's report and adoption of income and expenditure accounts.

Again, in the Treasurer's absence, details were given by Tom Robinson who read from a report.

For the first time for many years, we have not had to supplement the General Account from the Spares Account. This is substantially from Roger Stone's efforts in economically arranging the Globe production and savings in postage and envelopes by some 35 members taking the magazine electronically. Production costs for most recent six issues was – printing £1424.74 and stamps £806.82 and envelopes £48.43.

We finished 2017 with a working balance of £2998.99, so with our new subs, we can afford greater expenditure e.g. all Globe editions could be printed in colour, and greater rally expenses could be considered. Acceptance of general account was proposed by P Robinson and seconded by J Fender. All in favour.

7. Membership fees: proposed increase to £30 [UK], £35 [overseas], £20 for those taking the newsletter by email.

As previously mentioned, 9 postal votes of acceptance had been received and those present at the meeting were also in favour of the increases to take place. These increases to become effective immediately.

8. Historian's report

John Bath mentioned that he was in touch with a one-time S-T employee who was now living in the USA. Unfortunately, although this man, Alan Booth, had driven the prototype Vanguards, his connections with our cars appears to have been minimal. A re-issue of the Triumph definitive history by Graham Robson and Richard Langworth was expected in December and should any relevant information come into his hands, the Historian would ensure our editor was kept informed. Many of the previous b/w images would be replaced by colour ones. *Triumph World* has over the years been extremely supportive of our Club and in publishing its activities and has promised to place details of our rally in a forthcoming issue with a report afterwards. *Classic & Sports Car* has also been encouraging. As DVLA representative, John is available to help members in regaining their original registration number back. He has a contact at Swansea who should be able to help. Birth certificates for our cars were now getting expensive – around £16 per copy and John can put members in touch with the holder of these records. Gaydon can also research and issue certificates.

9. Election of Committee members for the term April 2018 to March 2019

The chairman confirmed that all the present committee except for Colin Copcutt were available for re-election and the opinion from the floor was that this should be so.

10. Date and venue of next AGM

This will be advised in *The Globe* in due course.

11. Any other business

A general discussion then took place dealing with consideration to be given to additional features of the Annual Rally. Several points were noted for further discussion by the Committee at their meeting later the same day.

In conclusion, the Chairman closed the meeting at 12.30 and thanks all attendees for making the effort to come along.

Do you have a 'birth certificate' for your car, recording the exact date of production, original colour and (perhaps) other details? The Standard Club holds a complete set of the factory production records, and will supply you with a certificate for £16. If you'd like one, please contact **David Groom** at 10 Queensway, Old Dalby, Melton Mowbray, Leicestershire, LE14 3QH. He will need the **Commission Number** of your car (TDx- xxxx), not the registration number, because the cars were registered by the sales dealers, not the factory – so the factory records do not have any idea what the number plate might eventually be. Don't forget to include your own address, so he knows where to send it.

T.R.O.C. LTD GENERAL ACCOUNT 2016 and 2017

	2016	2017	INCOME	2016	2017
EXPENDITURE					
Globe incl printing & dispatch	£ 3,115.92	£ 1,966.46	Money at Bank 1.1.16+ 17	£ 2,428.79	£ 2,665.64
Stationery + postage	£ 57.84	£ 16.47	Subscriptions		
Meeting + Rally costs	£ 302.94	£ 376.49	(incl joining fee for new members)		
Gift / Donation / Bequest	£ 160.99	£ -	131 (126) Ord Members		
Repayment of temp loan to Spares A/c	£ 1,000.00	£ 1,000.00	22 (22) O/S Members		
Web design + maintenance	£ 185.00	£ 185.00	4 (4) Assoc Members	£ 4,132.20	£ 3,754.24
Repayment of Subscription	nil	nil	4 (4) Hon Members	£ 1,000.00	£ 100.00
FBHVC Membership + DVLA Investigations	£ 96.20	£ 77.12	161 (156)		
Bank charges	£ 23.62	£ -	From TROC Spares A/C	£ 1,000.00	£ 100.00
Sub total	£ 4,942.51	£ 3,621.54	Adverts / DVLA Car Registration	£ 47.00	£ 100.65
Money at Bank 31.12.16 + 17.	£ 2,665.64	£ 2,998.99	Sales of mugs, badges + diagrams etc	£ -	£ -
	£ 7,608.15	£ 6,620.53	Repayment of deposit	nil	nil
			Bank interest	£ 0.16	£ -
				<u>£ 7,608.15</u>	<u>£ 6,620.53</u>

T.R.O.C. LTD SPARES ACCOUNT 2016 and 2017

EXPENDITURE	2016	2017	INCOME	2016	2017
Spares Purchased	£ 4,007.28	£ 3,801.58	Money at Bank 1.1.16 & 17.	£ 20,029.19	£ 22,208.69
Postage	£ 721.55	£ 545.11	Spares Sales incl p+p	£ 8,033.89	£ 5,783.42
world pay charges	£ 260.51	£ 464.00	From Gen A/c for spares sold	nil	nil
Transport costs	£ -	£ -	members postage for spares sold	£ 721.55	£ 707.67
Manuals, Stationery & stamps	£ 214.50	£ -	Members credits on goods	nil	nil
Rally tent, banner & sound system	£ -	£ -	Temporary loan to NO 1 A/c repaid	£ 1,000.00	£ 1,000.00
Spares storage building works	£ -	£ -	Donation	nil	nil
Refund on deposits	£ -	£ 295.00			
Companies Hse Registration	£ 26.00	£ 26.00			
Liability Insurance	£ 806.10	£ 912.72			
Directors Liability Insurance	£ 440.00	£ 407.27			
Leaving gift, IT advice	£ 100.00	£ -			
Transfer to Gen A/c loan	£ 1,000.00	£ -			
Transfer to Gen A/c subs	£ -	£ 100.00			
SUB TOTAL	£ 7,575.94	£ 6,551.68			
Money at Bank 31.12.16 & 17	£ 22,208.69	£ 23,148.10			
TOTAL	£ 29,784.63	£ 29,699.78			
			STOCK AT COST		
			31.12.16	£ 59,470.00	£ 64,384.00
			1.1.16	£ 62,775.00	£ 59,470.00
			31.12.17		
			1.1.17		
			TOTAL	£ 29,784.63	£ 29,699.78

OUT AND ABOUT IN 2018



We are delighted to report that whilst the Committee was deliberating the weighty matters of Data Protection and Rally attendance over the weekend, Robin Hewat was at the NEC Birmingham with his Razoredge, TDC 772, MXW 770, in the company of the Roadster club. They made a fine display, and Robin’s car was given centre-stage. The 1948 TD Roadster shown alongside is a particularly fine restoration and looked in top-notch shape. Beyond Robin’s car in the picture you can just see a Roadster chassis, part-dismantled, which attracted considerable interest and

comment. One of the main aims of our Club is to keep our cars in the public eye and promote interest, and to see one at a big-stage event like the NEC Restoration Show is a great help.

Robin was also instrumental in organising the joint Roadster and Razoredge lunch at the Kings Arms, Shouldham, Norfolk, where three Roadsters and two Razoredges came together for a good meal and a chat. We are keen to share these possibilities for get-togethers on any scale, and if you’re intending to visit a country show, or planning a pleasant road-trip to a pub in celebration of mid-summer day or some such – let us know, and other



Razoredge owners might decide to drop in too. This is especially helpful for those who live too far away, or prefer not to attend the Club Rally, like our Scottish or West Country members, and overseas members.

Come on, America and Australia – we know you’re out there!



Left, Mick Harris’s TDC 1126 DL, MYX 791, and above, Robin Hewat’s TDC 772 DL, MXW 770, in the car park at the King’s Arms in Shouldham. Your Editor had hoped to be there too, but the brakes have been binding and need sorting out; plus the over-running Globe production had to be given priority. (Too busy writing about the Razoredge to drive it? Perhaps my priorities are wrong...)

Pictures courtesy of Robin Hewat (top) and Mick Harris (middle and bottom).



Photo: Paul Collard

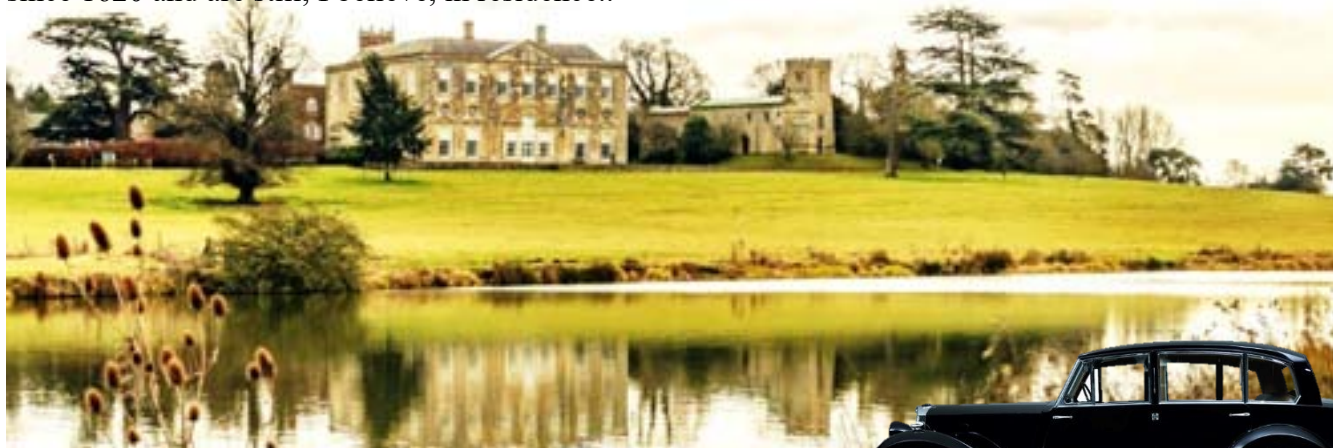
In America, there has been a concerted attempt to get Triumphs out on the road together to celebrate Sir John Black's birthday, but unfortunately this is February 10th. Most of the comments and pictures on the Vintage Triumphs of America website were therefore of cars being wheeled out on the driveway for a token polish, but not going further because of the snow. I would suggest they leave the Australians and New Zealanders to celebrate the birthday, where February 10th is safely in southern-hemisphere mid-summer, and find a more convivial date.

Here, however, Paul Collard managed to get out for a run in his TDB 3907 at the very end of January, just before our really cold snap and the snow set in. This picture is from Proud Country House in Stanmer Park, Brighton.

Whilst thinking about getting out and about in our cars: please note the extensive list of dates and venues listed in our 'What's On' pages (p17-19) where members have responded to our requests to inform the magazine of their outings.

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 and are still, I believe, in residence..



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.

RALLY LOCATION:



This is the entrance for us!

Courtesy of Google Maps

You'll have to resort to old-fashioned map-reading skills for the last few miles, because the signposted National Trust car park entrance and the post-code route won't find us. You need the South Lodge entrance, which can be seen in the picture below. The post code, MK18 2EX, may try to take you to a house in the field SOUTH of the road, whilst we need the turning to the north. Alternatively it may try to take you in through the National Trust gate to Claydon House.

The South Lodge entrance: our entry to the Rally, on the road from Botolph Claydon to Calvert.



Go between the two buildings and soon after the road veers right and there is a grass track to the left (leading to a farm gate). Take this. It will be signposted and there will be a small gazebo near the gate where you will need to pay your rally fee (£10 per car) and be directed along the line of a ha-ha to the rally site itself, some 70 yards or so from Claydon House and its nearby church.

For those attending the whole weekend, Friday afternoon to Sunday afternoon, Tim Newing writes: “As I write this (in early April) we have fourteen cars, mostly Roadsters, booked for the Saturday Cotswold run. The plan is for everyone to meet at the Bell Hotel in the centre of Winslow on Friday afternoon. I shall be there from 3pm and somewhere obvious so come and find me and get your briefing for the event. We shall then go for dinner that evening. I’m currently researching a couple of places so more on that later, but if you have any special dietary needs then please let me know. I will contact everyone individually during (or before) the first week of June (i.e. week commencing Monday 4th) to make sure everything is taken care of **so if you plan to come and haven’t heard from me by Friday 8th then get in contact!**”

“On the Saturday we have breakfast at the hotel and set off conveniently for the tour around the Cotswolds that Colin Rainbow is kindly organising for us. The plan is not for a convoy but for a leisurely drive round a circular route with various places of interest along the way and you can simply stop at the ones that take your fancy for as long or as short as you like. There is just one attraction that we may need to pre-book and if that is the case I’ll let you have details in June. We end up back in Winslow at the Bell for the Annual Dinner and to meet with everyone else.”

The nominated hotel for the weekend is the Bell Hotel in the old market town of Winslow, five miles from Middle Claydon. On the Saturday there is our usual three-course dinner (£25 a head) in the 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. Our member Harry Beacall knows the hotel and says the food is very good. 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. At the time of writing there were just three doubles, two singles and one family room left, so if you are intending to go and have not yet booked, don’t delay. Please let Tim Newing of the Roadster Club know, so that he has an idea of numbers. He can be reached on 7827 335 333.

The rally itself on Sunday will be our usual relaxed and informal affair; arrival any time after 11am, and we break up at about 4:30pm or earlier if the weather’s against us. We are however overdue 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 separately for the gardens. Dogs on leads are allowed in the rally field. The usual National Trust facilities such as a tea room and toilets are located near the house. It is also worth mentioning that Winslow is just ten miles from Bletchley Park, home to the World War II codebreakers, and well worth a visit if you haven’t been there before.

The hotel contact details are: The Bell Hotel, Market Square, Winslow, Bucks; MK18 3AB; 01296 714 091.

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.

ADVENTURES WITH A RENOWN TOW-TRUCK

by Tom Dolby

"I saw your wanted ad for accessories to go with your breakdown truck - are you interested in a towing ambulance?"

There was a baffled silence as, probably like many readers, I had no idea what he was alluding to. In fact, it is an old name for what people now call a towing dolly, used for doing a suspended tow on a vehicle. Of course, I couldn't resist it as it didn't seem expensive (how do you value something like this?) and wasn't too far away.



My neighbour was a mechanic and immediately recognised it, having used one many times. The technique to use it is to lift the pole to about 45 degrees, roll the unit under the car so the forks are in line with the



axle or a convenient section of chassis, and then push down on the pole, thus lifting the car. There are chains to wrap round the axle to stop it bouncing off. If this method isn't feasible, you have to jack up the car and then roll the unit under the axle. It can be used to tow a car backwards but you have to tie the steering wheel to keep the wheels in a straight line.

This system only works with older cars with a chassis and without spoilers in the way.

The overall length is 8 ft 6 ins and the width 3 ft 3 ins, so quite narrow and the towed car can rock around somewhat. There is a solid bar which goes inside the outer tube to increase the length - it can be up to 2 ft longer. There is a plate saying it was originally supplied by Mann Egerton but I can't see a date.

The inner bar was well seized in so I upended the unit and regularly dribbled diesel between the inner and outer tubes. After a month it came free, thanks to a 6 ft tube over a bar through the towing eye to provide leverage. I find the term 'towing ambulance' surprising and quite poetic, endowing this very heavy chunk of iron with caring qualities...

The garage hasn't been too tempting lately, but I've put in a few hours. I poked around in the sump drain plug and there was still plenty of goo so I removed the sump pan. Just as well I did as there was half an inch of semi-compacted oil/water residue, with a consistency between honey and peanut butter, though rather less tempting. I dealt with this then added a sealant to the radiator and ran the car, which I hope will block the point where the water was getting into the oil.

TIP - if your car won't start despite petrol, spark, etc, all being in place, try tapping the float chamber in case the needle is stuck; I've had this problem several times.

I've also worked on replacing the fulcrum pins and bushes; the cotter pins are a pain to remove, having been exposed to road crud for over 60 years. I was anticipating replacing the king pins while the stub axles are off the car but surprisingly there seems to be very little play so I am undecided at the moment.

I've been given an On Tow sign by a generous member of a local car club. I'm still looking for trade plates (not to be used in anger) and a warning triangle with cats' eyes as reflectors. I'd also like to fit a tow hitch; the tow ball itself isn't a problem but I need the metalwork which secures it to a Renown chassis, so if anyone has removed this from their car, I'd be grateful if they would get in touch. phone 01733 577301.

FOLLOWING UP: OUR COVER-STORY CAR FROM DECEMBER

We should note that the original log-book for MWK 783, the Razoredge whose almost-complete history was unearthed in our December edition, had been bought from ebay by our club member Russ Gittings. He asked to be put in touch with John McGlinchey, the current owner, in Ireland, and the log-book has now been reunited with the car – after 43 years. John sends his thanks to Russ and to the Club.



We have also heard again from John and Jenni Holliday, from Leamington Spa, who played a significant part in the car's history. We had sent them a complimentary copy of the magazine, since they had been so helpful in filling in gaps in our history of the car. In return, they have sent a picture of themselves at the wheel of the 1905 Franklin in which John and David Blackwell's uncle Ted Blackwell, had taken part in the London to Brighton run in 1986.

John writes: "What an absolutely fascinating story the history of MWK 783. Yes, I am the Doc Holliday referred to by David Blackwell. I am now a retired octogenarian Leamington Spa G P. Ted Blackwell (Lime Garage) was a patient and then a friend of mine.

"In 1985 another patient Eric Sharman with a collection of veteran cars offered me the loan of a 1905 Franklin to drive in the Veteran car run that year. It had a transverse four air cooled cylinder engine, two speed epicyclic gear box and rudimentary brakes. I asked Ted to arrange the preparation, servicing and MOT and invited him to be my co-driver. We successfully completed the run to Brighton and received a finishers medal.

"Shortly before he died the following year Ted offered me MWK 783 as a restoration project. I very soon realised the enormity of the project and at that time I was fully engaged as senior partner in a large practice, so handed the car over to a retired car enthusiast friend Charles Haynes who over the next four years or so made gradual progress with restoration until in 1992 he suffered a brain tumour and died.

His wife asked me as an executor to dispose of the car which as you know I advertised in the Globe – there was only one reply, a couple whom I suspected as dealers and not true enthusiasts drove a hard bargain - £80. That I thought was the last I would ever know of MWK 783.

Best wishes for the future of TROC, and a Happy Christmas

John Holliday."

WE LEARN WITH REGRET of the death of member John Lees, from Ayrshire, in January. John was a supportive member of the Club, and his car was seen in these pages in reports of his outings with his car, TDB 1765, URE 661.

For the time being his brother Peter will be taking responsibility for the car, but we learn it is likely that it will be sold, in due course. Our thoughts go to John's family.



WHAT'S ON: FORTHCOMING EVENTS for 2018 / 2019

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 in the coming months 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, 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.***

23rd -25th March



Razoredge represented

NEC Practical Classics Restoration Show – on the Roadster stand, Robin Hewat (who has one of each) is generously representing us and showing the flag. This is the first time since David Shulver's appearance in November 2013 that we've had a Razoredge shown on one of the big-stage national platforms, and for the sake of keeping the car in the public eye it's a ***very good thing***.

Saturday April 14th



Razoredges present

Roadster and Razoredge Spring Lunch for those in East Anglia: meeting at 12:30 at the Kings Arms, Shouldham, Norfolk, PE33 0BY. An informal lunch gathering to give the cars an early outing.

18th -22nd April

FBHVC 1,000-mile Reliability Run, departing Brooklands on Wednesday 18th and finishing at Bicester Heritage on Drive-It Day, Sunday 22nd. Details will shortly be available on the FBHVC website.

Sunday April 22nd



Razoredge present

St George's Day Annual Run, from Sheringham to Holkham Hall; organised by the North Norfolk Classic Vehicle Club in aid of Air Ambulances. 9am start from Station Road; phone Roy Beckley on 01263 837 619.

Sunday April 22nd



Razoredge present

Bicester Heritage Museum Sunday Scramble – at least one of our members is hoping to be taking part. Bicester Heritage is a rapidly-growing centre of interest for classic car enthusiasts, sponsored by Hagerty Insurance and teamed up with Brightwells auctions, and based at the WWII Bicester RAF station. They have ambitions to rival Gaydon and Brooklands as celebrations of British engineering and automotive history. Why not pop by and share their enthusiasm?

Sunday April 22nd

Drive-It Day 2018: hundreds of events and gatherings will take place all over the country. Please send us some pictures if you are out and about!

5th-6th May



Razoredge present

Eastbourne Magnificent Motors, a free-entry gathering on the Western Lawns and Wish Tower Slopes. Entries for the event are now closed, but there's nothing to stop you trundling along and being admired in the car park, as you in turn admire Paul Collard's Razoredge on the lawns.

5th-7th MayRazoredge
present

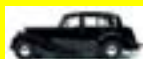
Llandudno Transport Festival, largest in Wales, and held in conjunction with a Victorian Extravaganza with delicious costumes, vintage fairground, and all manner of attractions. Classic car run on Saturday, and parades on Sunday and Monday – see the website at <http://www.llantransfest.co.uk/> .

5th-7th MayRazoredge
present

Rushden Historical Transport Cavalcade, Northamptonshire – pageant of steam, military, classic cars and many other attractions – on the A6 just south of Rushden. At least one TROC car will be there – visit www.cavalcade.org.uk for details and booking form.

Sunday May 13th

Triumph 95th Birthday Picnic, Wroxall Abbey. At this very historic country house hotel, once the family seat of Sir Christopher Wren, with its own Wren's Cathedral containing the tombs of Wren's wife and the figurine of Prioress Isabella Shakespeare (William Shakespeare's aunt) – could you cram in more iconic English history than this? – Triumph cars of all antiquities will be gathering to celebrate the 95th anniversary of the making of the first Triumph car in 1923. Bring a picnic or partake of the hog roast.

Sunday June 17thMany
Razoredges
present!

The TROC Rally will be at **CLAYDON**, a National Trust House at Middle Claydon in Buckinghamshire. The postcode is MK18 2EY.

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 the Roadsters have organised a longer stay for people from a greater distance who want to make a proper trip of it. On the Saturday cars will be touring the lovely villages of the Cotswolds, not in an organised run, but just pottering about. If that attracts you, please let the editor know and he'll put you in touch. Final arrangement details in our article, see page 12.

27-28-29 July

La Grande Notte: If you fancy something really swish, try this: the Tuscany tourist board are sponsoring and organising a three-day overnight rally which tours key Tuscan landmarks – Piazza Signorina in Florence, Piazza Duomo and the Leaning Tower of Pisa – on the night of the midsummer full moon. Leave Grosseto at 12:30 on Saturday and arrive in Siena at 6:30 Sunday morning, after 18 hours punctuated by dinners, special events, culinary stops and coffee breaks. There are timed sections but it's possible to undertake the event without racing. Discover more by emailing. Wow.

6-9 Sept and 13-16
Sept

Heritage Open Days – open houses and opportunities for cars to be exhibited – 5,000 venues all around the country; note 2 weekends this year, increased from one last year. Why not sign up for one and let us know, so we can advertise it here? Others might join you. Two or three Razoredges together look splendid.

Sunday 16th Sept



possible
Razoredge
present

May or June 2019

If any TROC member decides to have a go in this, please let the editor know – it would be great for the rest of us to have reports of your preparation and progress, so we can be with you in spirit!

Club Triumph also have a new line in a royal blue Triumph hoodie in the Club online shop.

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.

Vive la France! Dale Barker, of Club Triumph, writes: “I have now had my long-awaited meeting with Scenic Car Tours and made some plans for a French Tour in late May or early June 2019. The preliminary costings have been published at £600 - £700 per head. This is a lot of money I know but please see the itinerary on the Club Triumph Forum or Facebook and in the article in next month’s CT mag. This is a big tour over 8 days/7 nights covering over 2000 miles and takes in a visit to Le Mans, with time to drive the public part of the circuit and visit the museum, onward to the war memorial at the abandoned Village at Oradour sur Glane, a full Millau bridge experience and some of the most spectacular scenery France has to offer in the Volcanoes National Park and the Spectacular Gorges du Verdon where there will be a day of down time before the drive home which includes a visit to the old Grand Prix circuit at Reims. Ferries and 3/ 4 Star hotels (B+B) are included as well as road books giving alternate routes and the holiday is fully ABTA backed. The final prices will be available to us if we reach a minimum of 5 cars. I hope for more and the tour will be open to all Standard Triumph owners. Other Classic cars are also welcome. Come on let’s have some fun! It’s quite a hike to the deep south but the driving should be well within everybody’s distance capabilities and the memories will be epic!

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!

Thousands of votes were counted and our long list of 30 destinations has been whittled down to ten... the places you really love to take your classics. Thanks to visitors at the Practical Classics Classic Car And Restoration Show, the route has now been decided. Big thanks to Mal Jones who came up with this route...

Sunday 6th May
Start at British Motor Museum in Gaydon. Drive to Bicester Heritage and then to Groveworld House Hotel near Winsor.

Monday 7th May
Breaklands then to Beaulieu Museum, to Yeovil.

Tuesday 8th May
Yeovil to Haynes Motor Museum then to Moretonhampstead Motor Museum to Charingworth Manor.

Wednesday 9th May
Charingworth to Eilan Valley to Llanberis Pass to Farnington Lodge Hotel.

Thursday 10th May
Farnington Lodge to Lakeland Motor Museum to Pit Lamb.

Friday 11th May
Pit Lamb to the Kelpsies (and Fiskirk Wheel) to Berwick Hotel.

Saturday 12th May
Berwick to Bamburgh Castle via Holy Island.

“We’d like to extend the invitation to all classic owners in each of the areas to join us for a portion of our epic trip!” says Practical Classics editor Danny Hopkins. There will be updates on social media throughout the tour, so keep your eyes peeled to see what the team (and their classics!) get up to on this year’s tour.

Britain's best classic destinations have been revealed and we've planned our route!

Practical Classics and Footman James are soon to embark upon a country-wide tour to visit your most loved classic destinations.

If any TROC members decide to join in, or just pop along to watch, please take a photo or two and send it in. Anyone who can get a Razoredge in the picture will have a good chance of being featured on the cover of the June Globe.

The tour is coming to you!

MY FIRST RENOWN

by Russ Gittings

In the summer of 1973 my Morris 1000 Traveller was coming to the end of its life, rotting steadily away on the chassis, so I was on the look-out for a replacement car. I was sitting chatting to Jim, a colleague in the garage where I worked, discussing what I could afford to buy. Though I enjoyed my job, being car-mad and working on cars, my wages in those days weren't very good and my choice would be very limited. I was scanning the ads in a local paper, despairing of finding anything, when Jim asked if I'd be interested in taking on his Renown.

I could remember seeing the car about two years earlier when its previous owner had brought it in to sell. Knowing the car was now over twenty years old and was starting to have mechanical problems, he had been working on the theory that by selling it to a mechanic it would have the best chance of being looked after. Jim had bought it, but didn't really look after it; when a valve had burnt out, and other MoT items needed doing, he had put it in a field and there it still sat, two years later.

After work I went and looked at it. Parked on a piece of ground near where Jim lived, it was looking very sorry for itself. "It just wants an MoT and the valve sorting, and a good clean-up," he said. Then he said he didn't want any money for it, and that decided it. Great.

I didn't know much about the cars at all at that point, only that they were based on the Standard Vanguard for the engine and running gear. However, one of our garage bosses knew Vanguards as he had worked on them in the army, where they had been widely used as staff transport. This meant, he said, there were lots of places selling army surplus where you could buy parts cheaply. (Jackson's of Owsten Ferry was one such, not far from where I lived, but I later discovered when I went there they no longer had any Vanguard parts – all had been sold, long before.) Anyway, I decided I liked the look of the car, and when he started it up it sounded OK apart from the mis-fire from the burnt-out valve. The bumpers wanted re-chroming and the body and the paintwork looked rather tatty, but I agreed to take it off his hands and see what I could do with it. It was a 1950 TDB model. The next day after work I borrowed the garage's trade plates and drove it back to the garage.

I had worked on a Vanguard engine about a year previously, that belonged to a Mr Fenton, whose son, Shane Fenton, was later to change his name to Alvin Stardust. I remembered changing the big end shells, which was a recommended operation after 20,000 miles. The next day during my dinner hour I removed the cylinder head, and in odd moments over the next few days I stripped the valves out, re-cut all the valve seats, replaced the burn-out valve, re-faced all the others and ground them in. The valve springs were all good. I cleaned the block and pistons, remembering not to turn the engine over, and re-fitted the head with a new gasket. You could still get head sets over the counter at Edmund Walker's back then. I fitted a new contact set, set the static timing, gapped the plugs, changed the oil filter, and when I started it up I was rewarded with a much better-sounding engine. The mis-fire had gone completely.

Over the following days I inspected the rest of the car. I replaced some steel brake pipes, three tyres, the king-pin and bushes on the driver's side, and also re-shimmed the king pin on the nearside to take out excessive lift. I also replaced the original side lamps, which had been replaced with a pair from an Austin A35 for some unknown reason. After a good clean down it was ready to face the MoT, and I was gratified that it passed with no further work needed.

At some time the car had been fitted with an electric fuel pump. The previous owner had done this, he said, because he often left it standing for weeks at a time and didn't want to have to use the hand-primer on the mechanical fuel pump each time he came to the car after a break. He would switch the electric pump on until the fuel was up, then switch off and let the mechanical pump work normally when the engine was running. Another thing he had done was to replace the headlamp reflectors with sealed-beam units, using a stepped rim to fit them.

I discovered other problems. As I drove around, every now and then the driver's door would drop onto the secondary lip of the door lock of the striker plate. I adjusted it a few times without seeming to have made any difference. Then one day the door flew open and I only just managed to grab the handle and pull it back closed, which was getting beyond a joke. The next dinner time I took off the panel to find that there was very little of the wood left. No wonder it kept coming loose. I remember feeling very let-down and thinking that was it; the car was scrap and I could do nothing further with it. I drove it for a few days with the door handle tied to the steering column, clambering across to get in and out by the passenger door (not recommended practice.) I even called at a local scrap dealer to ask what he'd give me for it (£25) – but even in 1973, you couldn't scrap a Renown.

The very next day I was reading in a motoring magazine about 'Motolympia' at Welshpool, in Wales, where they had in one corner of a yard the remains of a Renown. I got in touch and asked if the wood on the A pillar was in good order. They said it was, so I bought it. I found it wasn't good enough to use, but at least it was sound, and the right size and shape. I had a local wood shop cut me the shaped piece out of ash on a bandsaw; did the final shaping by hand and fitted it. I continued to repair and maintain the car in my lunch hour – not always easy when it is your only transport and has to be in working order at the end of each day. But, we managed to get some motoring enjoyment out of it, going out for picnics in the country. The picture shows my young daughter serving as a temporary bonnet mascot on one such trip, and with the passing of the generations I was able to re-create the pose with her daughter, my granddaughter, on the bonnet of my third Renown.



I continued to run LAL 888 until September 1973 when I chanced to see another Renown, a 1952 TDC, in our local advertiser. On inspection, it was love at first sight. OAU 633 was in much better condition than my first car, and had the wider rear window, the extra leg-room from the longer chassis, and in the push-button door handles the Willmott and Breeden locks were also an improvement. Although it needed work on the engine – the head gasket was blowing, and there were signs of water in the oil – I was now confident I could work on those and put them right. So I moved on to my second Renown, and in November '73 sold LAL 888.

I had my new Renown for a total of 14 years, and I was able to join the Club as member number 19, in 1975, soon after it was formed, but that's a story for another time.

Upper photo: Russ's daughter Stacey perched on LAL 888 during a family picnic; whilst here is the next generation, Stacey's daughter Amelia.

Photos courtesy of Russ Gittings.

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.

NEW FIND: just last week we heard from Peter Smith, who is responsible for selling a 1952 Renown TDC 418, registration MXM 977 (London County Council, July 1952) which is currently garaged in Southend-on-Sea, Essex. This car is remarkable in that it had one owner from new, a gentleman named Adrian Reynolds, who sadly passed away a month or so ago. Peter is arranging the sale of the car for his widow. **The car has been laid up in store for 43 years**, and is believed to be complete and dry. There is also a spare gearbox. (Peter is also selling a 1962 Ford Fairlane with 15,000 miles on the clock, laid up at the same time.) We hope to have further details and photographs in the June edition, but if you can't wait for then, Peter can be reached on 01268 776 258. They are provisionally asking £1,250 for the car.

FOR SALE: KEW 435 TDB 5789 DL, 1951. "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."

ANOTHER NEW FIND: Simon Smith has a complete car, PPB 934, TDB 3607 DL (1951) and a shed-load of rather rusty parts and various manuals and booklets – probably everything Renown-related ever printed. This comes from the disposal of a relative's estate, and this was a person who never threw *anything* away – so a lot of it is past rescue or worthless, but there may well be hidden treasure; and the car itself is definitely to be rescued as a project. Simon would like to clear the whole collection in one lot. The collection is stored near Tonbridge, Kent; to arrange a viewing contact Simon via the Editor.



A set of pictures of the parts and the car:

https://1drv.ms/f/s!Ang8X_RmYTfqa5IHRJEg6G_2sP8. Simon is thinking in terms of £2,000 for the collection.

YET ANOTHER NEW FIND: John Watkins has TDA 270 DL, registration HCE 470, an early 1949 2000 Saloon, which has been in storage since the 1990s. The car is complete, but the weather has been less kind to it on one side. The TDA is the rarest of our four models – apart from the Limousines of course.



On the Facebook page of the Renown Restoration Group, Ricky Johnson is offering the part-dismantled car seen on the left, or any parts from it which people might like to make him offers for. Most of the fascia and instruments are already missing, and as you can see the rest is in pretty untidy condition. This heap of decaying bits used to be PVW 526,

On Ebay at the moment, EAN 905, a TDB which once belonged to an early TROC member Keith Gibbins; it has been laid up in dry storage ever since and is now offered for sale. The car looks from the Ebay pictures to be in good condition with a sound engine bay, minimal rust and only small damage to the upholstery. The Ebay link is: <https://www.ebay.co.uk/itm/Triumph-Renown-1951/202292125352?hash=item2f198cdea8:g:j10AA...Ra12~w>

Believed now SOLD (19/4/2018)

and they are hoping for £4,500 which would be a good price if the car is as it looks.

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.



Also FOR SALE, in Ireland, Mike O'Connor of Tralee is selling **TDB 4598 DL**, seen on the left, which is a maroon car, looking solid and complete, asking £3,250. This can be seen on the Facebook Renown Restoration Group page.

Also FOR SALE, advertised in the same Facebook source but this time in Aberdeen, Scotland, Stuart Walker



has two cars: one dark maroon low-mileage stored for years, and a part-restored one in black. We do not have Commission Numbers or registrations for either of these yet.

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: Tool Set – Paul Collard would like to acquire a complete and authentic set of tools as originally supplied with the car. If you have a complete set or just some of the components available, (see the article by Dick Mower in the October 2015 *Globe* for chapter and verse of what there was) – please contact Paul on 07935 385 779 .

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 .

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

SPARES FROM TROC FOR THE 1800 ENGINE

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

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

NOW AVAILABLE FROM TROC

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

WANTED FOR RECONDITIONING

Bell-crank lever and bracket assembly for the Renown

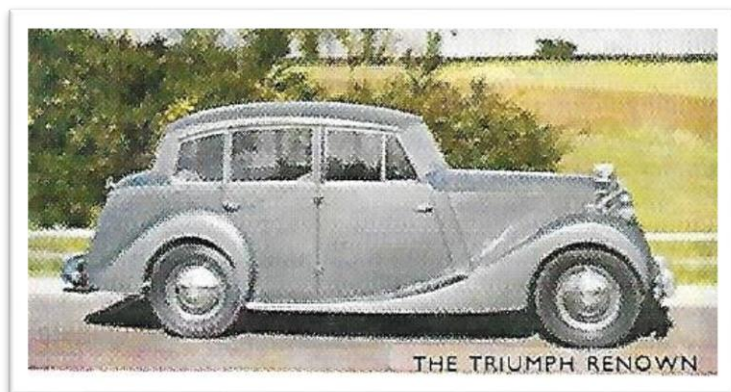
The Club is short of suitable old units for reconditioning. If you have one on your shelf or from a car you are breaking, please contact Chris Hewitt straight away. Similarly with steering idlers and rear brake cylinders for the 1800 model for reconditioning.

Also needed:

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

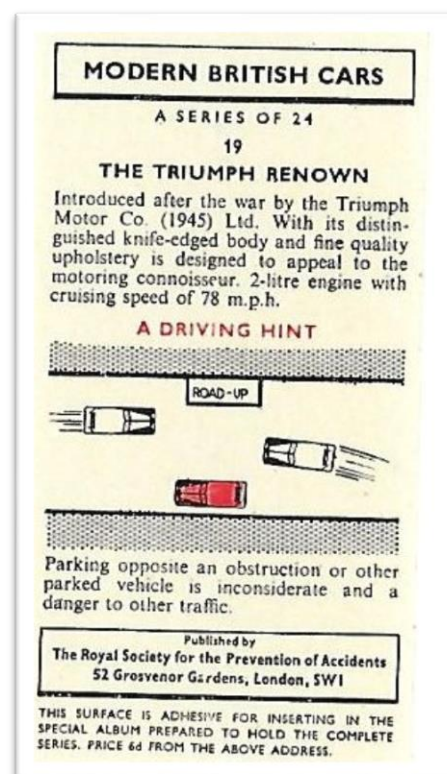
- all in any condition; contact Bob Hobbs.

COLLECTOR'S ITEM



Note the artwork – this is a painting, not a photograph

In THE 1950s collectable trade cards were a major selling point for many products, and they are often referred to a ‘cigarette cards’ because cigarette packs were probably the most keenly promoted source. They helped encourage customer brand loyalty, and parents would often pass the cards to their children. In the cash-strapped post-war world, it was a free source of amusement. There was also some educational value, and you could obtain albums in which to store your collection.



Cruise at 78mph? Are you sure?

Packet tea, chewing gum and other confectionery, and many other products made use of the idea. Robertson's Jam produced a series of Gollywog badges which parents and children pursued avidly, never thinking for a moment (I hope) about the attitudes this might have been associating with the amusing black-faced dolls. Today, we are much more conscious of such issues, and of course the use of advertising for cigarettes has been overtaken by successive waves of legislation.

In 1954 however the Royal Society for the Prevention of Accidents was seeking any effective means it could find for getting the safety-first message across. We were killing 7,000 people a year on the roads – four times as many as today, despite the lower numbers of cars and lower speeds in those days. Collectable cards were one of the routes used, and their ‘Modern British Cars’ series carried road safety hints on the reverse. Our Razoredge was featured on card 19 of the 24-card series, and the safety hint suggested it was hazardous and inconsiderate to park opposite an obstruction.

That might seem an absurdly obvious point to make, but driving styles and behaviour in the 1950s were radically different from our present rule-respecting and well-organised behaviour on the road. In an earlier Globe we looked at a film record of driving through Norwich in 1950, where pedestrians and cyclists crossed in front of cars with near-suicidal disregard. The early ‘look left, look right, look left again’ and Green Cross Code warnings seem today to be pathetically simple and obvious, but in the day they were what was needed. Today, on the other hand, it's less necessary – because children simply don't cross roads on their own. We hold their hands and do the looking for them, or deliver them to their destinations by car. Walk? Across town, on my own? That's scary.

If you search ebay, you'll find cigarette and other trade cards are still available; but mostly they are traded as complete sets. I think that completely misses the point. Where is the excitement, compared to looking at the cards from this week's shopping to see if the missing one from your set has finally turned up? Or trading with friends in the playground: I'll swap you two Stanley Matthews for a Nat Lofthouse... Be that

as it may, if you'd like the complete set of RoSPA cards containing our Razoredge, in mint condition, they are available at <https://www.londoncigcard.co.uk/product/modern-british-cars-1954/3586> for £50.

RoSPA itself is still going strong, and their message today has moved with the times. They are more about analysing causes of accidents and trying to change attitudes in the areas where avoidable and unnecessary injuries are still happening. They do still provide information and safety tips for motorists, and some are particularly applicable to many of us.

The below video provides help and advice from road safety experts for older drivers



Valerie Singleton – still offering good advice for our generation! – narrates a practical and realistic guide for “experienced drivers” (a polite way to say we’re getting old).

RoSPA teams around the country can provide driving assessments where a serving or retired police officer will assess your driving, in your own car, make suggestions and recommendations, and provide you with a written report and a certificate of completion.

See <https://www.roadar.org.uk/drivers/driving-assessments.htm> for more details.

I realise that many of our members are virile young lads and ladies, but quite a few of us are of similar vintage to the cars, or older; and even the young ones will find themselves getting grey and wrinkly eventually. The decades slip by in a blink, if you don't watch them carefully. Therefore, we would recommend watching the video and considering the practical suggestions they make. Very briefly, these include:

- Keeping fit, by taking plenty of exercise and if possible building this to a vigorous level
- Regular eye tests – problems found early can be monitored and may be treated
- Have a driver assessment, which will help identify bad habits you may have developed
- making sure the car you're using is right for your needs (and the Razoredge has sensible-height seats and good all-round visibility, though steering can be heavy, especially if not maintained at optimum)
- Consider perhaps only driving in full daylight, or avoiding rush-hour times when traffic is fiercest
- Possibly limit yourself to familiar roads
- Never stop learning. Watch for near-crisis events, be aware of your weaknesses, and find ways to avoid the problems. (This might mean for example finding an alternative route.) Learn to accept comments from others as helpful, rather than taking them as a personal criticism.
- Take more frequent breaks, so you are always fresh and alert, at your best.

Come to think of it, most of those are pretty good advice for anyone.



“Where to,
Sir?”



A collection of challenges
to be
explored
in our
June
issue; but
see also
page 22
within.

