



THE GLOBE

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Where in the World are we?

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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

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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, ENGINE AND EVERYTHING ELSE

Chris Hewitt
Bob Hobbs

Please Note: for personal medical reasons Bob Hobbs will be out of action for an unspecified period, starting 21st June. TROC apologises for any inconvenience.

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,

It was a strange feeling, on May 1st, to be able to look at my own bank account online and see the standing order (correctly adjusted to the new membership rates) being paid out, and then to open the TROC membership account and see the same £30 appear, along with all the other incoming payments for 2018-19 memberships. Probably many of you with business banking activities will find that utterly commonplace, but it felt to me like being able to see one step deeper into the workings of the great financial machine that is so inextricably bound up with our lives. Be that as it may, a big **THANK YOU** to all those of you who have renewed your membership promptly and for the correct amount, and also to those of you who have decided you can manage with an electronic Globe newsletter and take advantage of having full TROC membership for just £20, saving yourselves and the Club a little hard-earned cash. *For those who have not yet paid, or have not paid the full updated amount, there is a reminder slip in this Globe. Please respond!* We'd hate to lose you.

If you don't have a reminder sheet tucked into this Globe then your membership has been successfully renewed for 2018-19; thank you for your contribution, which makes our club possible.

We have a small but growing number of members who have decided to stay with the club, and maintain their interest in the cars, even though they no longer have one themselves. That's good to know, and I think we all recognise that these cars have such great character that they live on in a fond soft-spot in our hearts. In fact, they are probably a little easier to love after they have gone – memories never break down at embarrassing times, or present you with an unexpected hefty bill. You are valued members of our little community, and your membership continues to support the activities of the Club – so thank you for staying with us.

On page 36 we have a review of the club's membership and world-wide distribution, which we hope members will find interesting and perhaps inspire us to find ways of linking up, and supporting each other with the cars. The map insert accompanies and illustrates this article.

Inside the back cover there's also the final information relating to this year's Club annual rally at Claydon Hall, Buckinghamshire, on June 17th. There are no changes from the information given in April.

Finally – please check out the extended **FOR SALE** section because there are some newly-unearthed barn finds and new-to-the-market cars which present great potential opportunities.

Editor

We welcome new members:

1220 Hanswalter Ramsauer, of Herisau in Switzerland, who has TDB 4868, which used to be HHR 938 whilst in the UK.

1221 Chris Drage, of Banbury in Oxfordshire, with TDB 6143 DL, MLU 795, nearing the completion of a lengthy complete restoration.

1222 Richard Blundell and Jim Foggitt in Lancashire, who have taken on MYX 405, TDC 1080 DL.

Our cover pictures for this issue:

Front – Image from Google Earth, which also provides the technology for our membership review article on page 36 and the map insert enclosed with this Globe.

Rear – Chris Burgess in autumnal Australia; see page 31.

SPECIAL APPEAL FOR HELP IN STAFFORDSHIRE



Grace Wilshaw, aged eleven here in 1959, stands in front of dad Hugh's pride and joy, a 1951 TDB which he had owned from new or nearly new. We presume the photo was taken by Grace's older sister Anne.

We have no idea what has caught Hugh's attention at the side of the car, but if it's a mechanical problem he would have been well-placed to deal with it; he worked in agricultural engineering at Gush and Dent, a national company making farm gates, milking equipment and animal pens.

Grace will be 70 this year, and her daughter Jo Phillips is hoping that a TROC member in the area of Leek, Staffordshire, will be able to help the family celebrate Grace's 70th in August by taking her out for tea on Sunday August 5th in a car like the one she remembers so affectionately from her childhood. This is a wonderfully imaginative idea, and deserves to be rewarded. **If there is any member in the Leek area who might be able to help, you can reach Jo on 07803 328 493.**

We have no further information about the Wilshaw's actual car, and it no longer appears to be in existence according to the DVLA. If any member knows more of it, do please contact the editor.



OUT AND ABOUT IN 2018

As you would expect at this time of year, lots of Razoredge activity on the road.

Members Paul Collard and Gordon Phillips met up at the Eastbourne Magnificent Motors gathering on the lawns overlooking the seafront on the weekend of 5th-6th May. A ‘Triumphant’ success for our sharing of dates and venues in the ‘What’s On’ pages – DO please keep the notifications coming in. It was a glorious weekend, too; as fine a summer’s day as you could ask.



TDB 3907 (Paul Collard) and TDB 1827 DL (Gordon Phillips). Paul’s account of his adventures acquiring his car was published in the Globe of December 2017. Photos by Paul Collard.

Chris Burgess in Beechworth, Victoria, Australia; also seen on the back cover. He’s not a TROC member, but we’re working on him! This image comes from the Facebook “Triumph Renown Restoration Group” page, and this is TDB 5175.

That’s a very striking and unusual colour combination, and works better than many two-tone versions we’ve seen.

Photo: Chris Burgess





Compatriots of Chris's are new Club members Ian and Roslyn Dimmack. Both are on the south-west coast of Australia, but so expansive is the geography of the continent that they are still 700 miles apart – further apart, in fact, than any two UK members could be.

We used to have several Australian members, and we assume the cars are still in existence – it would be good to re-establish contact with these missing members and their cars.



Here is Harry Beacall's TD 3717 DL at Towcester racecourse at the May Bank Holiday weekend.

Below, Mick Harris was at Euston Park, near Thetford, on June 12th, where he met by chance with David Shulver in his TD 2125.



David's Town and Country Saloon is one of the best examples of this first version of the Razoredge in the Club. A pity that we didn't know of their plans, so it wasn't in the 'What's On' guide – there are a half-



dozen other members within striking distance, who might have chosen to go along, had they known about it.

These might have included Colin Copcutt and Harry Beacall, who also have TDs in first-class condition. What a line-up that would have been!



Andrew and Alison Stacey in TDB 2262 DL (looking really tip-top) visited a local rally at Bude in Cornwall, where they met by chance with Gerry Mason and his TD 348, the oldest known active Razoredge.



The other photographs are of daughter Lisa's wedding at Lanhydrock church and in front of Lanhydrock gatehouse.



From Cornwall to Scotland: Ronnie MacDonald writes: "Some photos from our **drive-it day** 80 mile run in the Loch Lomond area, which may be of interest. Our Club is Strathendrick classic and sports car club. Kind regards, Ronnie."



Ronnie said they were having the worst spring weather he could remember; whereas after the brief cold snap ended, since mid-April we've had glorious warm summery days in the south. Kind thoughts to all our members for the weather you are enduring or enjoying; it makes so much difference.



In North Carolina, USA, Terry Telke is reviving his TDC 2260, which is believed to be a car originally sold as a direct export to the Bahamas. On the Facebook Restoration Group page, he says he's having problems with overheating, and there has been some discussion of possible causes.

Terry used to be a TROC member before his car was laid up, and we're hoping he will consider re-joining, even though at the moment we can't supply spares to Canada or the USA.



Also emerging from long slumber in America is William H Terry's Limousine, TDC 2187 Lim. There are more surviving limousines (with the internal partition separating the driver from the rear-seat passenger compartment) in the USA than remain in Britain, as will be seen on the map insert.

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.***

Sunday June 17th

The TROC Rally will be at **CLAYDON**, a National Trust House at Middle 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 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 org.altitudeventi@gmail.com. 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



Razoredge
present

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.

Saturday 6th Oct



possible
Razoredge
present

The Annual British Car Meeting in Morges, Switzerland. At least one Razoredge expected, in a beautiful lakeside setting.

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 – see

<https://www.club.triumph.org.uk>

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!

THE STATE OF THE RAZOREDGE NATION

WHO ARE WE, WHERE ARE WE, AND HOW ARE THE CARS DOING?

Along with the 2018 membership renewals we collected some additional data about our cars and how they are being used, or not, as the case may be. Not everyone returned the completed forms – shame on you! – but enough have done so for us to attempt a summary of how the Club membership looks.

We also have had enquiries, often from recent new members, wishing to find out more about the club and other cars like theirs. After all, it's very rare to see another Razoredge, whether you go to a big car show or local village rally; and unless you attend our June club rally it's possible to get the impression that you're all alone in the Razoredge world, an isolated outpost of classic style surrounded by Morris Minors and the occasional TR4 or Stag.

So the question naturally arises: where are our members? Which other cars live within easy travelling distance, and are they on the road, or in restoration, or dormant storage?

I have summarised the data from our approximate addresses, plus the model and colour of the cars and whether they are currently in roadworthy use or not, onto a world map. The addresses are taken from the postcode region, which identifies a locality but not any individual house, so the security and confidentiality of your address is maintained; but it will help us all to see whether there are other Razoredges in our approximate locality; and because the colour of the car is indicated by the pin (where we know the colour of the car), if you should spot a Razoredge out and about you'll be able to make a guess as to where it's from. The TD label in yellow indicates a car currently in road-going use, whilst grey labels indicate a car in storage or under restoration/repair. Red-label cars are for sale, and brackets indicate that the car is not currently in the Club.

Some Razoredge locations can presumably be spotted more precisely from Google Earth streetview, but to the best of my knowledge this one is the only one of our cars actually visible – my own!



A bit of a Google Earth street-view give-away: your Editor lives somewhere around here... A search on the post-code CT3 2LS tracks it down. The car is not normally parked on my drive, but it just so happened that the Google Earth camera car passed on the right day. Peer in through the window in front of the car, and you might make out the Globe being compiled.

Symbols on the map

On the map, the colour of the pin indicates the colour of the car – including two-tone cars. To make the pins show up better, I have used brighter green and red colours than genuine Jade Green and Maroon, which show too dark. We know of no cars painted yellow (thank goodness), so I have used yellow pins for the cars whose colour has not been reported – if yours is one of these, please update our records! The cars where the TD- label is in **yellow** are believed to be **active and roadworthy**; and the **grey**-label are understood currently not to be in road use. **Red** labels indicate a car for sale. Where the TD label is in brackets, the car is not owned by a member of the club, and the location of these may be more approximate. This map will be kept updated as further information reaches us. We apologise to Australian and New Zealand members that we have been unable to include the southern hemisphere on this occasion; perhaps in a future edition.

TROC members without cars are marked by a simple circle. Where members have more than one car, this is often because the second (or further) cars are parts-donors, and I have usually marked only the main car.

Smaller or larger scale print-outs from this map are easy to make in A4 size, so if any member would like a local copy of their own part of the world, please email or write to the Editor. (It is not possible to identify accurate individual addresses from the map, whatever the scale.) Members who have the newsletter by email but who would like a printed map should also contact the editor. We shall have to make a small charge to cover printing and posting.

What use members will wish to make of the information on the map remains to be seen. If, discovering there are four or five of our cars in your region, you wish to suggest a local meeting, TROC and perhaps the Globe could act as a clearing-house for passing on invitations; or you might wish to use the Facebook Group page (not operated by TROC, but I'm assured all TROC members will be welcome if they'd like to join the Group). To view the Facebook page, you need internet access and to go to:
<https://www.facebook.com/groups/1410142012571864/?ref=bookmarks> .

To summarise the information you see on the maps: we currently have 161 members, of whom 138 are in the UK, and 23 overseas. There are a dozen shared between Belgium, the Netherlands and Switzerland, a couple each in Germany and Poland, and individual cars in the Channel Islands, Denmark, Romania, Portugal, Malta and Israel. In Australia, America and New Zealand we only have a few Club members each, but we know of other cars which are out there somewhere. In the USA in particular there are between 20 and 30 known cars. In total it would be reasonable to estimate that there are probably 350 – 450 surviving Razoredges, perhaps more, about half of which are in roadworthy condition or better.

We have many other fragmentary pieces of evidence of other Razoredges – for instance KCA 172, a white TDC, which was spotted being pushed to a wedding, on TV's 'You've Been Framed'. (Perhaps we don't wish to know any more about that particular incident.) However, until we get some other linking information, that's all we know of the car. Other sightings come up in film or period TV drama, and we shall review these in an article in a future Globe. There are other pictures which can be located by searching the internet for images, and not always under obvious headings: how many ordinary members of the public think our car is a Rolls-Royce, and would post their picture under that name? For all these, any sightings can be tied into our database if we have a registration number, possibly even the Commission Number, and perhaps a date of the sighting or photo. Please, therefore, dear reader – DO send in sightings and old photos. It all adds to the Razoredge story.

RAISING THE PROFILE

One of the Club's aims is to raise the profile of the Triumph Razoredge and promote public awareness our cars. Here, Belgian member Dirk Devogeleer (of Round-Britain Rally fame) has bagged a spot on Dutch TV, proudly expounding the virtues of his Razoredge, Roadster, a pre-war Vitesse and (just out of shot) a 1936 Gloria Southern Cross, for a local events programme, "Cultuur in Beeld" ('Culture in the Picture'). If your Dutch language is up to it, you can find the video clip at: <https://vimeo.com/267871380>.



If any TROC member manages to attract a mention in local press, radio or TV, do please seize the opportunity, and also let the club know. It's particularly important at the moment, when we have so many long-laid-up cars emerging onto the market, looking for enthusiastic and caring new owners.

Dirk explains how his interview came about: "Each year the CVO-pro college has a promotion day mostly for their adult classes. The Classic car Club (De Retro Vrienden) where my wife Lieve is a committee member, organizes technical days in classic car maintenance with them and as a result we assist them by organizing a drive and get-together. It is not the first time the Renown has been on display but this year we had a more focused display outlining Triumph's early years. Initially it was the intention of putting the whole range Triumph cars in the spotlight but because we had not enough room, watered it down to only the early cars.

"The interview was not directly planned. One of their students approached me the day before when we drove the cars to the hall and asked if I could give some background information on Triumph. I was a bit surprised (and not at all well prepared) when he showed up the next day with a film crew. Still with a lot of editing it turned out not that bad.

"I guess they were a bit strapped timewise because at the beginning they wanted also a story of each of the cars in our ownership, but my spiel over the RBRR and the Renown got scrapped together with the other items."



Dirk with the Triumph Gloria Southern Cross. The pre-war Triumphs owed a great deal to the design and engineering skills of Donald Healey, who rallied in Triumphs, winning the 1931 Monte Carlo, and worked on the design of the Gloria Southern Cross and the straight-eight Dolomite.

By a remarkable coincidence, our eagle-eyed member Graham Sinagola was in Cornwall recently and photographed this memorial to Healey, who was a Cornishman by birth, and returned to his home county in his later life, playing a significant part in restoring beaches destroyed by the D-Day operation.

The pre-war Triumphs are only related to our Razoredges by the thinnest of threads, however. The Triumph company as Healey knew it went bankrupt in 1939, and the factory and tooling was mostly destroyed by bombing in the war. All Sir John Black bought from the holding company, Thomas Ward Engineering, was the name, which he saw as a means of broadening the appeal of Standard Motors. The post-war cars – the Roadster, Mayflower and our own Razoredge saloons – under Black’s direction, drew on Standard engineering, and the design skills of Les Moore at Birmingham Mulliners, slightly modified by Walter Belgrove of Standard. The TR series was created by Alec Dick and test-driver Ken Richardson, and owed nothing to the pre-war legacy of the Donald Healey Triumphs.

Healey moved on to build his own cars, with notable success. He eventually died in Cornwall in 1988, aged 89.



This 1956 Austin Healey 100-4 is currently for sale through www.MotorCar.com, at an asking price of \$125,000.

MEMORIES OF A RAZOREDGE AS EVERYDAY TRANSPORT

by Russ Gittings

Driving in the snow this winter brought back memories of my second Triumph Renown, a 1952 TDB. It used to handle quite well in the snow, and I had it on the road for 14 years, from 1973 until 1987, as my everyday transport.

I remember one night coming home from work at about 6pm when it had been snowing most of the day, and some roads had been churned-up and then frozen over. I would change up through the gears as soon

as I could, and the engine being very torquey would still pull gently but firmly.

I could use top gear from as slow as 10-12 miles an hour. I turned into Quarry Lane, that



runs along the side of Mansfield Town football ground, but as I approached the top of the road I could see the car in front sliding on the ice as it slowed to turn right. I eased back nice and slowly, pleased with myself at being able to stop without a problem, when BANG: the car behind had not been able to stop, at least until he hit me. Fortunately he had not done much damage and we agreed a small sum of money without troubling the insurers.

A more expensive shunt happened on the Mansfield inner ring-road when a Ford Granada ran into the back of my car, breaking the number-plate box glass and damaging the top chrome rail. It was decided this would be an insurance claim, and I received a letter saying that due to the age of the car the insurance company would send an independent assessor to see the damage to my car. This was a bit of a worry, as I thought he would be bound to knock down the quotation I had obtained for the repair; but I needn't have worried, as when the chap turned up it transpired he was a classic car enthusiast. "You can't possibly repair it for that price," he said, and increased the quote by £50, so I was well pleased.



My only other incident with the car was when a Reliant Robin overtook me and then suddenly slowed down in order to turn right. It was an appalling piece of driving, and I have no idea how I missed him. It is just as well I did, because I don't think there would have been much left of his car – being made of fibreglass – had I hit him. But those were the only mishaps I had in the 14 years I had the car on the road.

Russ would dearly love to trace what has become of this car. It has not been registered or submitted for MoT in recent years, but with the number of long-laid-up cars appearing in the last few months, nothing is impossible. If you know anything of it, please contact us.

OAU 663, TDC 432 Photo: Russ Gitting

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.

We have been contacted by Henry Shaw, in France:

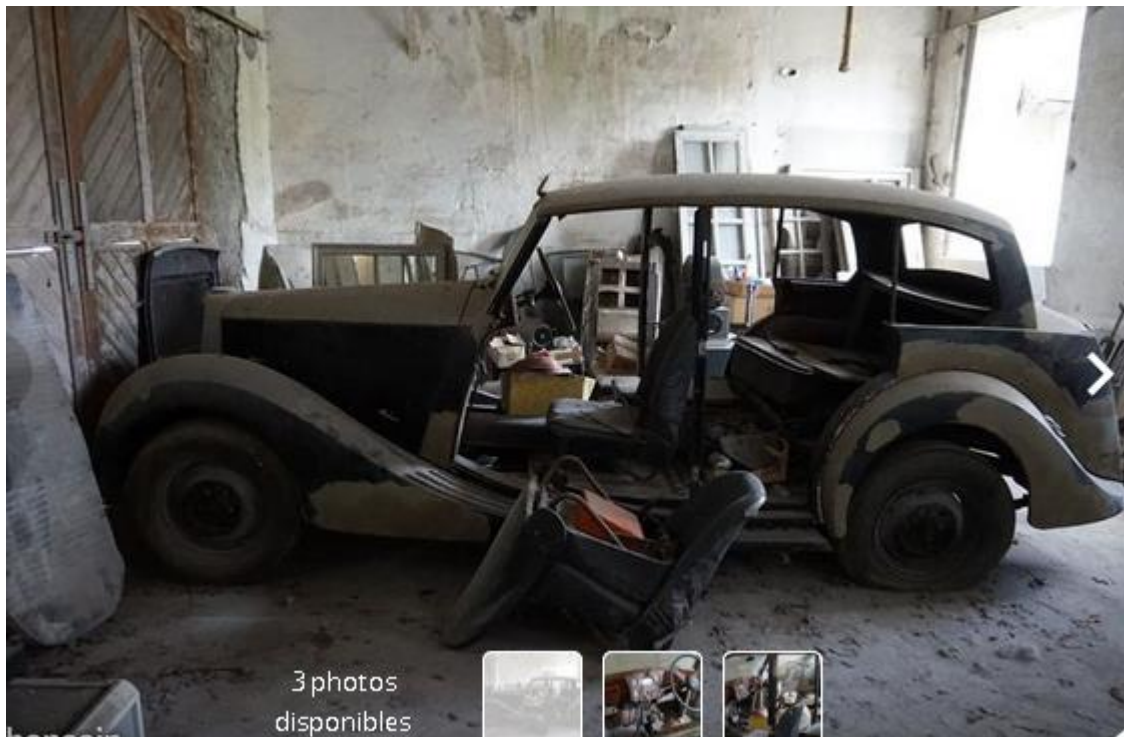
Hello,

I visited a dowdy, dismantled, dusty Renown rusting in SW France, yesterday. It is for sale and the executor will take any reasonable offer from someone with a trailer to take it away. I reckon 250euros might do the trick.

If there is any interest, please mail me.

Henry Shaw

The car is being sold by Gérard Faugeras, and the advertisement for the car is at https://www.leboncoin.fr/voitures/1441080722.htm?ca=12_s



Details of the car, with Henry's comments:

“On the nearside bulkhead the numbers are: 665299 on a screwed on strip and 14736 on a riveted strip. (Tom Robinson says: body number 665299 is 161 cars before his own, so this car is probably approximately TDC 2415, a 1953 production.)

On the LHS of the engine a brass tag says: "Factory Rebuilt" engine n°VA2490PP, bores STD, main journals 010, journals 020, date 15 8 58, Standard-Coventry. Some years back the owner appears to have made some not very convincing repairs/replacements to the wood framing and added/replaced some metal here and there, again not very convincingly and that has surface rust, now. One rusty gutter is in a nice curve the other has a kink near the B pillar, both are not tightly fixed.

The body is straight and was being prepped for smoothing off for a repaint, so is a patchwork of sanded filler, old paint and surface rust. The glass is nearby. The doors, off the car, are straight and have their glass in, but the cards are rotten at the lower carpeted edge, the wood seems untouched and good.

The dash is fine. The seats are there and mouldy as well as dusty: unable to tell whether some of it is leather, some parts definitely are not. Webbing straps underneath say 'Vinylide'. Brown or beige seats, black body, some beige carpet, beige door cards.

One tyre flat, all tyres dead, most wheel-nuts present. The wheels could be cleaned up, no spare seen.

3speed gearbox; rusty rear axle and springs. The chassis to rear of spring hangers looks much rustier than forward part with only surface rust.

Front suspension looks ok but dirty; the steering box has a full half a turn of play!

Wheel bearings and brakes are not solid, so the car can be rolled. The engine cannot be turned by hand, and the radiator is missing. The petrol tank is out and seems rather good; maybe a replacement as the chassis is so much rustier in that area. The alloy of bonnet, doors and boot lid is all good. The handles, bumpers and so on will need re-chroming but are serviceable but dismantled, so some bits might be lost. No jack or tools seen.

Radiator surround is loose and ok, cap is there and a torch emblem is loose in a box, but flames broken and repaired with a piece of wood. The trim around the bumpers has perforating rust. Headlamps not seen.

There are three or four bucket seats in and around the car, which can no doubt be shipped out with it: they might be TR: fluted vertically with backs tapering to top."



We are grateful to Henry for taking the trouble to alert us to this car, a long way from home, at a roadside garage near Limoges in France. It is the only Razoredge in France, to the best of our knowledge; perhaps the French have enough decaying Citroens not to need to take much notice of British offerings.

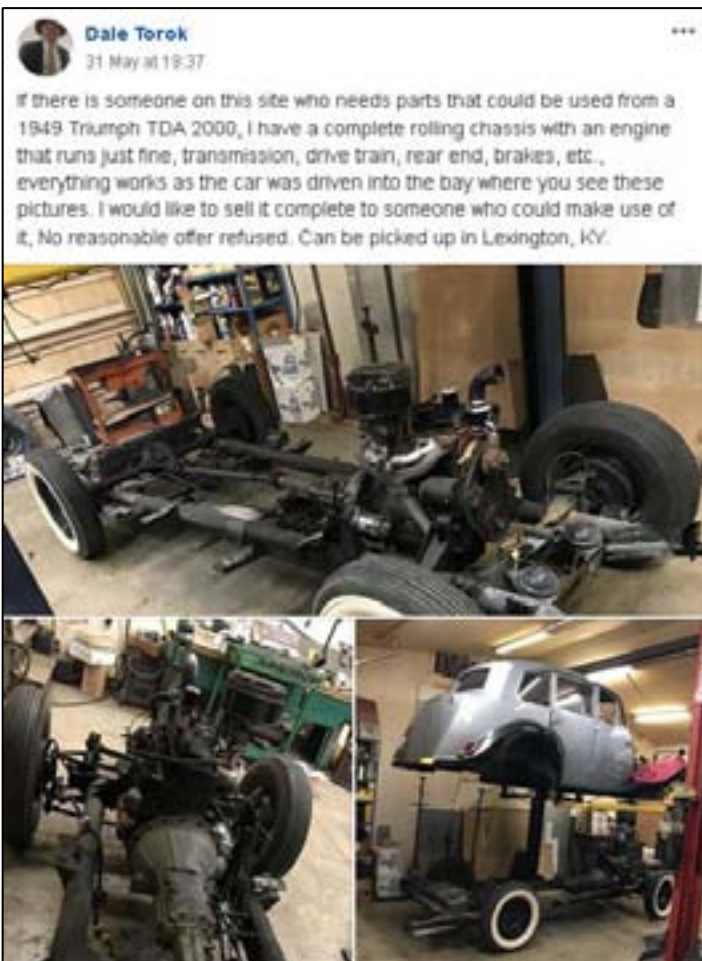
It is a sad probability, however, that this car will fail to find a new owner to return it to life.



Stuart Walker has two cars for sale in Aberdeen: a dark maroon TDB and a part-dismantled car.

Of this one, we are told: “A panel-beater worked on this car for 2 years, then got ill. The body is sound, the repainted wings are excellent, as is the bonnet. Doors are perfect and so was the boot, until it got bumped, pushing it back into the shed, where it has been, for the last 5 years. There are no documents with it, which doesn’t matter if used for parts. The chassis is good.”

Stuart can be reached through the Triumph Restoration Group page on Facebook; or if you do not have access to that, contact the Editor.



In Kentucky, USA, Dale Torok has a TDA from which he’s intending to create a hot-rod. He is using the bodywork and some of the interior, and is offering the chassis, engine (but that’s not a Standard 2088cc!) and running gear.

Again, Dale can be contacted on the Facebook page, or via the Editor.

Many would decry the ripping-apart of what appears to be quite a reasonable Razoredge; but given the number of project-cars, complete wrecks, and moderate to good cars on the market at the moment – there does not seem to be any great chance that all these cars will find enthusiastic buyers. So are Dale Torok and Joseph Ofria really doing our cars a favour, by helping keep them in the public eye, and in some sort of use, rather than rotting in a lock-up garage or being sold off for scrap?

NEW REDISCOVERY: UPC 691, TDC 1960 DL

<https://www.carandclassic.co.uk/car/C979886>



We saw this car advertised on the internet in CarAndClassic.com, and enquired for information from the seller.

“Hi Roger,
Sorry for the late reply. We bought the car 10 years ago from a gentleman in England who was a member of the Triumph Razor Edge Owners' Club Ltd - his membership number was 868. The commission number is TD1960 DL. The documentation from

its original log book shows the colour to be Jade/Red. The mileage is recorded on its English MOT Certificates. We did not restore it - it came in that condition. Let me know if you need any more information. Thanks, Breidge Henderson.”

Member 868 was the late Geoffrey Shenton, of Mow Cop, near Stoke on Trent; the registration number and TDC number confirm. He joined TROC in April 1999, and the car was sold to Ireland in about 2008. Our member Alan Bromley knew him and has driven the car; it has had a replacement engine and new steering box in the time when he knew it. The alleged mileage (only 6,512 miles) probably dates from the rebuild of the engine. There is also some confusion about the colour – that’s definitely not Jade! However, if the car is as good as it looks here, the asking price of £11,500 might arouse some interest.

NEW FIND: Peter Smith is 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.) Peter can be reached on 01268 776 258. They are provisionally asking for £1,250.



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. The items are now advertised on Gumdrop.



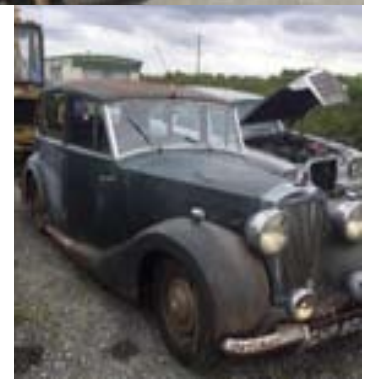
A set of pictures of the parts and the car:

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

RESCUED FROM THE SCRAPYARD: John Watkins, a motor trader, 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. The car was sold to a scrap man from Moccas near Hay on Wye; thence to motor trader John Watkins (with an MG, already resold) in Hereford area. This must be the one the Club was offered a year or more ago – we could not move fast enough. 01432 277 642. The interior is a mess but restorable.



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 the article on page 62 of the August 2017 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, in Newry, Co Down, Northern Ireland: phone 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.

FOR SALE: Triumph Renown TDB 1134DL, registration: FSV 398. 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 **May 2019**. 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 at no extra cost: grille, incomplete engine block, car cover and a pair of wing guards with razor edge running board. **Offers around £6,000**. 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, for my TDB breakdown truck - the ironwork which attaches a tow-hitch to the chassis; trade plates (not to be used on the road); a warning triangle, using reflectors.
01733 577301.

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: 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

ALSO 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.

SPARES SERVICE: please see the notice on the inside front cover of this Globe.

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.

2018 NATIONAL RALLY: at CLAYDON HALL, BUCKINGHAMSHIRE

Our main Club rally for the year is 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.

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. Our member Harry Beacall knows the hotel and says the food is very good. They have their own pie shop, which is a clue.

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.

