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The Razoredge range

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(Affiliated to the Federation of British Historic Vehicle Clubs)

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

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EDITORIAL

Dear Razoredge Owners' Club Members,

Our next edition will be the black-and-white October Globe, so old photos from back in the hey-day of our cars will be very appropriate. Do you have any old holiday snaps with a Razoredge, and a little family motoring history, which would be of interest to members? I was told recently of an incident in Shropshire in 1959 or 60, when a friend of our family's cousin was travelling in the front passenger seat of their Razoredge, her husband at the wheel, and she accidentally operated the door-handle. In trying to close the door she was thrown out and then run over, breaking her arm. Fortunately we don't have any pictures from this unhappy incident, but it does add weight to the 'suicide door' label applied to this particular feature of our cars. Take even more care!

Overleaf you will find something which has been requested a couple of times by members: photographs of the Committee, and brief biographical details, so that you can have some better idea of the people behind the list of names of officers. We shall include a copy of that page in the new 'welcome pack' which each new member will be sent as they join.

Our main feature in this edition is of course the review of our main Club Rally at Middle Claydon in June, starting on page 56. We also have a fine collection of reports and pictures of member cars in action this summer, a very topical review of possible causes of overheating and what to do about it, and a helpful **Buyer's Guide** in which we identify the things to look for when considering the purchase of a Razoredge.

Our **What's On** guide has plenty of events which will be attended by at least one of our members. They are fairly well-spread around the UK and Europe, and could serve as the basis for local get-togethers of cars and members. This is especially useful for those unable to get to the annual rally. If you decide to go, please send us a photograph. If you can get two Razoredges in the same shot, you are almost guaranteed an appearance on the cover of the Globe.

We note with interest that the British Motor Museum at Gaydon is now charging **£43** plus postage for a Heritage Certificate for cars – this prints out the data recorded in the Standard Triumph production records for your car (model, colour, specification including any extras like overdrive, and the exact day on which it was built). Whilst we appreciate that in the current economic climate all museums are trying whatever they can to maximise their income, this might be felt to be expensive. Exactly the same information, printed as a certificate, is also available from David Groom, of the Standard Club, for **£16**. He may be contacted at 10 Queensway, Old Dalby, Melton Mowbray, Leicestershire, LE14 3QH. He will need the Commission Number for your car, because when Standard Triumph were building it, it did not yet have a registration plate. My thanks to John Bath for drawing this price-hike to our attention.

Editor

We welcome new members:

1223 Stephen Smith, near Darlington, with YHX 312, TDC 1028 DL








1224 Dale Giles, from Bournemouth, who has purchased Ray Gomm's car TD 3176 DL, GWF 90.

Our cover pictures for this issue:

Front – Representatives of all five models, collected at the summer Rally – see page 63. Photo by John Bath.

Rear – The Club Rally site at Claydon, seen from Claydon House. Photo kindly donated by Colin Rainbow of the Roadster Club.

TROC: meet the Committee

	Chris Hewitt , Chairman and Spares Holder (suspension, steering, brakes and back axle), (Director). Chris has a fine TDC Renown, but also a Roadster and a further Renown which is undergoing gradual conversion into a 'woodie' estate car. His background first in engineering and then in property management has been of great benefit to the Club, and he has been a sure and steady hand on the tiller as Chairman.
	Bob Parsons , Company Secretary and Club Treasurer, (Director). Bob was one of the founder-members of the club in 1975. Legend has it that he was the last to arrive at one of the early meetings, and found he had been voted into the role of Treasurer, from which he has never been allowed to escape. He has been diligently keeping track of our finances ever since, and ensures our compliance with Companies House legislation and that insurance cover is kept in place: dull but utterly essential business.
	Bob Hobbs , Technical Officer for all models and Spares Holder (electrical, engine, and everything else) (Director). Bob's involvement with the Razoredge goes back to his childhood, when in April 1952 his father purchased LKV 541, the car Bob still owns today. In 1982-2003 he undertook a full every-last-nut-and-bolt dismantling and reconditioning of the car, and from this experience came his expertise, since sharpened in dealing with queries from members, in every aspect of maintenance.
	Roger Stone , Membership Secretary and Editor of the Newsletter. Roger is the most recent addition to the committee, having been co-opted in 2012 to take over the editorship of the Globe from Tom Robinson. Roger was a teacher and then Data Manager in a secondary school until his retirement in 2016, and was therefore the logical choice to become membership secretary in 2018 to deal with the new General Data Protection Regulation.
	John Bath , Club Historian, joined the Club in the first year of its existence but sold his Renown FRD 144, shortly afterwards. John retained his interest in the cars and his membership of the Club through becoming the Club Historian, Press Officer and photographer, and has served in that capacity ever since. His own background was in corporate and commercial insurance, and as a result his advice in committee has been of value. He is also accredited with DVLA for validation of registration marks.
	Tom Robinson is member number 2, and in addition to 37 years editing the newsletter has held several other offices on the committee and has amassed a wealth of detailed historical records of cars inside and outside the Club. He wrote the definitive account of the rare Limousine models. He is widely-travelled, and has strong links with New Zealand and Switzerland, both countries where numbers of Razoredges survive.
	Mike Sampson's working background in automotive design has led to the creation of our Club headed stationery and the banners seen at the Rallies. His own car, WHX 301, was inherited from his late father-in-law, Norman Wareham; Norman was a much respected early member of the Club, fondly remembered by all who met him.
Finally, Clive Lungmuss is our liaison with the Roadster Club and co-ordinates the preparation of the annual Rally, as well as contributing to committee deliberations on a range of issues. He has been a Razoredge owner and Club member since 1976.	

MEETING THE CELEBRITIES

The mayor of Warrington joined Graham and Susan Sinagola for tea, at the Lymm Festival, on 24th June. They were also collecting for the RAF Benevolent Fund as it is the 75th anniversary of the raid on the dams. John Wilkinson, a member of the Dambusters squadron, was born and lived in the village.



Last year, the same car had been much admired by Graham Brady, MP for Sale and Altringham.



Part of the Club's aim is to keep the car prominent in the public eye. This kind of photo-opportunity is not just good for the family album; it is generally worth an appearance in the local press. Seize the chance!

HOT STUFF: LOOSING YOUR COOL IN SUMMERTIME TRAFFIC

We're not talking about road rage here; this is a matter of engine temperature. I had been exchanging emails on another matter with Alan and Maureen – I won't give surnames, because this can, and does, apply to any member. At the end of one email Alan added:

Alan: PS - been having problems with what seems like fuel evaporation when idling in traffic. The temperature rises, engine stops and won't start till cooled somewhat. Any thoughts on it? Getting a bit embarrassing 😊.

I replied, (and I'm including my reply here because it's basically right, and it's not often I get something correct on technical issues!):

As regards overheating in traffic, it might be worth getting someone with a heat sensor to take the temperature of the radiator in different places when the engine is hot, to see if it has any blocked areas. Flushing or if necessary re-coring might be necessary. On hot days in stop-start traffic mine gets up to about 90, but even this summer has kept running and not gone any hotter than that; and it comes back down to 60-75 quite quickly once on the move again. I gather from the comments of others this should be normal behaviour.

Some people have tried adding an electric fan in front of the radiator, or adding an oil cooler below; but these shouldn't be necessary if the radiator is clear and working properly.

The other thing is that if the engine won't re-start when hot (which is a known problem with our cars), pumping the little lever under the fuel pump will push fuel through if vapourisation has caused a vapour lock. However, that's not an ideal solution - you won't want to be running round and lifting the bonnet in a traffic queue.

I have copied this reply to Bob Hobbs - he may need to correct or add to what I've said, because I'm no technical expert! - Roger.

I'd like to point out here that we do have a **Technical Officer** with a wealth of experience, both practical and scientific, and who knows the manual almost by heart. We have the feeling, sometimes, that members regard asking for help almost as a last resort – a very 'British bloke' approach: "if all else fails, read the instructions." It doesn't have to be like that! If you're in doubt about what is right for your car, or whether something represents a serious problem or not, please consult our resident expert either by phone (between 6 and 9 pm please) or email, to Bob Hobbs.

Bob did have things to add which really help understand the problem.

Hello Alan and Maureen, plus Roger for info.

Some of what Roger has already replied is worth doing concerning whether there is an even flow of hot water through the radiator. However, the problem with a choked or partially choked radiator is that flushing is not especially effective. If an individual tube has a build-up of sediment from hard water being used in the engine then one needs to have the flushing chemicals forced through the tubes in order for the deposits to be cleared. Once a tube(s) have become completely blocked then flushing will not work because the chemicals only have a very small surface area at the top and bottom of the blockage over which they can work. The chances of success are negligible. A re-core of the radiator will be the only viable solution.

With regard to the "normal" temperature at which the engine should be expected to work then the answer is rather different from Roger's experience. When the cars are run on leaded fuel and have a clean cooling system then the temperature gauge should always be at very close to 70 to 75 degrees except when one turns the engine off. At this point the residual heat in the cylinder walls and the oil will cause the temperature to rise for a while to around 90 degrees.

With unleaded fuel there is a problem in that the unleaded petrol burns at a higher temperature than the old leaded juice. This puts a much greater strain on the cooling system. On my own car that has a fully reconditioned radiator on the open road even in summer temperatures the normal running temperature is as it should be. Driving up an incline, even at high speeds, the temperature rises to just over the 75 mark but no more. In stop start traffic then the cooling system cannot cope as designed. I have a 12 inch fan mounted in front of the radiator at the top. I have a switch inside the car so that I can choose when to ask the electric fan for help. An alternative solution if getting the radiator re-cored is to have a higher efficiency core put in. This can be expensive as the header and footer tanks have to be modified to match the different tube patterns of the new core.

Hot starting was ALWAYS an issue with these engines. Whilst running, cool fuel is being fed continuously into the float chamber of the carburettor. Once the hot engine is stopped this cool fuel is heated by the rising heat from the very hot exhaust manifold. The inevitable result is that the fuel not only expands but also some of the volatile components evaporate. The excess volume dribbles out of the spraying jets in the throat of the carburettor and accumulates in the bottom of the inlet manifold. This is why there is a drain pipe to let this puddle of fuel drip beneath the car out of harm's way. However, despite the drain pipe the air that is in the system becomes very rich with the fumes from the evaporating fuel and is too rich to ignite in the cylinders if the engine is now being asked to restart. The correct technique as defined in the driver's handbook for the car is to depress the accelerator pedal between halfway and fully to the floor when pressing the starter button. This allows the engine to draw in fresh air and after several seconds the engine should start. Do not touch the choke of course!

Now with the unleaded petrol there comes the issue that in a way Roger has touched on. That is that with the original fuel pipe routing round the top of the engine and the evaporation of some of the volatile elements of the fuel there can be a problem in getting sufficient petrol to be pumped up to the float chamber to enable the engine to run. Roger's solution is one way to help but one can still get vapour locking and in stop start traffic on a hot day this can happen even though the engine is running. One solution to this which I have implemented on my own Renown is to lay a new pipe from the pump out to the chassis rail and then pass round the front of the car under the radiator and then back along the chassis on the driver's side until level with the carburettor. At this position the new pipe is led up the inner wing to a clip at the top of the inner wing from where it then crosses over to the input banjo union of the carburettor. This has entirely cured my own car's hot start and fuel lock problems on hot days.

If you wish to discuss this further do please give me a call as I am the nominated Technical Advisor for the TROC. I know that the subject may well feature on the Facebook pages of the related group but I do not wish to have anything at all to do with Facebook and so I do not contribute to discussions that arise there.

Regards, Bob Hobbs

So now you know.

Photograph: a fake shot. The steam is not coming from David Stansfield's TDC 2116 Limousine, it is a mist-spray of water from the sculpture behind.

Taken at Hatfield House, summer rally 2016.



PERSONAL REFLECTIONS ON AN EXCELLENT CLUB RALLY

Our Club Rally this year was a pleasant improvement on the previous two years in several ways: more members present with more cars, warmer and sunnier weather, and, for those who arrived on the Friday, an extended social gathering and full day's run through the charming Cotswolds villages on Saturday.

It was also the first rally in three years when I'd had my own TDB on the road, but I approached the weekend with some trepidation. I had promised myself a couple of good shakedown runs with my car, which had only emerged from a protracted and problematic full engine rebuild a couple of months previously. However, after a couple of weeks of gentle running-in, the first run at motorway speeds (55mph plus) had led to the rear brake drums overheating and binding on. After investigation this required new rear shoes and brake cylinders, plus a front wheel bearing, all promptly supplied by Chris Hewitt from the Club's extensive spares stock – but getting them fitted set me back another couple of weeks, after which the need to get the overdue June Globe completed and printed took up nearly all my spare time. By June 15th I was setting out in an almost-untried car.

However, stage one was completed on Friday morning, without incident: from near Canterbury to Horsmonden, not far from Tonbridge Wells, where member Mark Ironmonger lives. We had been hoping to meet for some time – his work occasionally brings him to Sandwich, very close to me – but that had not come to pass; then, wearing my 'membership' hat I found that he was one of nine members (*do the others know who you are? I'll put a reminder in with the August Globe*) - whose standing order had not been updated to take account of the subscription increase. This left him owing the Club £3, and rather than troubling the banking system for such a small amount I suggested I'd call in on him on my way to the rally.

Mark is a GP with a local practice, and maintains his TDC 2367, OXY 718, and a very smart red TR4, at his home, a rural Kentish cottage dating from 1600.

The house had originally been named Foundry Cottage because of iron workings in the adjoining field, so his surname (Ironmonger – one who deals in iron and iron-made products) could not be more appropriate. It had been later renamed Milestone Cottage, and the milestone is still there, though it now unhelpfully just says 'London', the remainder of the inscription, '40 miles', having been removed during WWII to confuse invading troops.



Mark originally came across his Renown in the extensive classic car collection of a wealthy patient, who showed Mark round his cars, including two Rolls-Royce. When this gentleman decided to reduce his collection, Mark was offered the Renown, and decided to purchase. It is in very good original condition, and started first time when he moved it out of its shelter for a photo-shoot next to my dilapidated specimen.

Leaving Tonbridge, the sat-nav directed me anti-clockwise round the M25 to avoid a writhing mass of orange and red traffic delays to the west of London. Even on the anti-clockwise route I had to sit through about five miles of stop-start queue for the Dartford Tunnel, whilst the temperature gauge climbed and teetered around the 90 degree mark; but it went no higher, and when we were on the move again returned quickly to about 75 degrees. On a warm day (though not, thankfully, as hot as we've had since) this seemed about right.

I arrived at the ancient Bell Inn, Winslow at four in the afternoon, relieved to have completed 179 miles since leaving home without incident. At the Bell I learned that committee member Clive Lungmuss had not been so fortunate; in TDB 233 the fan-belt had broken forty miles after leaving home, and though he had a spare with him, the rubber seemed very hard and dry. He was uncertain of its age, and decided not to trust it; so he had returned home to change to a modern car. Other members at the Bell who had successfully made the trip in their Razoredges were Mick and Midge Harris from Norfolk, and Pat and Francis Saunders from Southampton. Michael Ring and his wife from Germany and John and Mary Duff from Leeds arrived in modern cars, whilst TROC members Dirk Devogeleer and Robin Hewat had both decided to give their Roadsters a run this year.



The Bell, with the proprietor's Model A Ford

After a welcome libation on a warm afternoon, and a chance to freshen up, for the Friday evening meal many of us strolled across the Winslow market yard to a very good Indian restaurant which Tim Newing had researched and booked for us. The staff were extremely welcoming and attentive, and the food superb. Wine and conversation flowed freely, and if you find yourself in need of a meal in Winslow one evening I can recommend the Mahabharat without hesitation.

On Saturday morning, fortified with a fine full English breakfast, about a dozen Roadsters and three Razoredges set out, at irregular intervals, on the tour of Cotswold villages devised by the Roadsters' Colin Rainbow. We were advised to stop and explore whenever we felt the mood, and to avoid travelling in convoy, so as not to cause difficulties for other road-users, especially those driving modern German cars, which as we all know handle poorly at speeds below sixty. My own plan was to follow the route Colin had devised, but going the other way around, so that – in theory – I would encounter all the other cars and be able to get some good pictures.



If that was the plan, it failed horribly. All the way round I saw only two Roadsters, one parked up in Stow-on-the-Wold and the other searching for a parking-place in the same town (not easy). The drive, however, was delightful, and included some secluded lanes one would probably never attempt but for a challenge such as this. One or two light rain showers briefly came and went – I worried about the open Roadsters, as well as my own leaky vehicle – but there was nothing to cause any real problem.

In Stow-on-the-Wold I undertook a little project. Having parked (partly overhanging yellow lines, but happily unmolested by the Law) in the square by the market cross I sought out the upstairs dining-room of the King's Arms, and had a light lunch – very good – sitting in a seat by the window. From this window, some years ago, artist John Chapman set out to create an historical image of Stow as it was in the late 1950s / early 60s. We featured this painting in the Globe of December 2014, because one of the cars John has included is a Razoredge, to the right of the market cross, beyond a two-tone Armstrong Siddley.



Painting reproduced by kind permission of John Chapman

John is still working as a historical re-creation artist, and specialises in scenes of steam trains and historic city locations, researching painstakingly to re-create the authentic mood and feel of his chosen period. His “unashamedly nostalgic” work can be seen in galleries in Blackburn and other midlands towns, or on his website at <http://www.johnchapman.co.uk>.

From the same window I was able to take the photograph of the square on June 16th 2018 seen on the opposite page, this time with my own Renown in the shot, parked outside Scott's of Stow, a 'country lifestyle' emporium. I was hoping to capture another Razoredge or even a Roadster passing through the square, and waited for what felt like an eternity with my finger poised over the shutter-button; to no avail. I didn't even get a Morris Minor or a VW camper. The only vaguely motoring-enthusiast vehicles that entered were a flock of deep-throated motorcycles which milled about for a few minutes looking for somewhere to park. Whilst waiting for my chance to steal that parking-space at the top of the square, however, I had been noticed and snapped by Mick and



Photo: Mick and Midge Harris

and Midge Harris, who had parked elsewhere and were exploring the town centre on foot; so at least the exercise provided a successful photo-opportunity for them.



After Stow I continued on my reverse-route Cotswold tour and on the road from Moreton-in-Marsh towards Long Compton, near Little Rollright, I paused to visit a ring of standing stones known locally as the King and his Knights. There are stories of how witches turned to them to stone, and also a group of larger stones nearby which are said to be three knights whispering in traitorous conspiracy.



In fact the stone circle is Neolithic, dating from long before there was an England, kings or knights. The whispering knights are the remains of a dolmen burial chamber, its arch-stone fallen and the soil mound weathered away. The stone circle remains aligned with the summer solstice, however, and



there is something remarkable about the fact that the acts of these our ancient ancestors, long before written history and about whom we know so little, still speak to us down the ages. The following week, at dawn on the longest day of the year, I made my own little trip in homage to them, and photographed the sun rising over the white cliffs of Dover at dawn on the solstice.



4:27 am on 21st June 2018, the White Cliffs in the distance and below them the busy Port of Dover, which never sleeps.

Back on June 16th, however, I made my way back to the Bell in Winslow, where the Roadsters, Mayflowers and Razoredges enjoyed a joint dinner. The organisation of the meal by the hotel staff was very impressive; there were around seventy of us sitting down to dine, and yet starters all arrived much at the same time, and the carvery main course involved very little waiting as we collected our chosen cuts, table by table. The meal comfortably lived up to the good reputation we had heard in advance.

The following morning was a little cool, damp and grey, but subsequent drifts of grey clouds during the day held off and the rally enjoyed better weather than we have seen in the past few years. We enjoyed some splashes of welcome sunshine. Given the glorious and consistently hot dry weather which most of the country has enjoyed in later June and all of July, it seems a small enough thing to be grateful for; but it was far better than having rain.

At the Rally itself I was involved in manning the entrance-gate for part of the morning, and it was very pleasing to be able to welcome in the steady stream of Razoredges, Roadsters and three Mayflowers, plus some other classics – two Phase 1 Standard Vanguards, a Phase 2 and a Bentley – as well as a number of other members who had come in moderns. As can be seen on the back cover, the final assembly was quite impressive. The twenty-seven Roadsters outnumbered us, but we made a very good show together.



Visiting classics: three Standard Vanguards and a Bentley Mark VI!

Our cars:

Harry Beacall's TD 3717 DL, which was awarded the prize for best TD/TDA model.

Harry is one of our younger members, the next generation who will be 'guardians of ancient renown' (*Antiquae Famae Custos* – the motto of the battleship HMS Renown, for whom our cars are named.) He was here with his charming wife and young baby.





Tom Dolby's TDC 1376. Tom was awarded best TDB/TDC.

Please note that this car and most of the others all appear to be leaning to one side, but this was no fault of their suspensions, and emphatically nothing to do with the excellent local cider which the photographer sampled at lunch-time to go with the first-class pie provided by the Bell.

It was because the field slopes gently from the house and the chapel, down towards the lake.

On the right is Mick and Midge Harris's TDC 1126, which had made the trip from Norfolk without incident. They, and the car, have been members of the club since the 1980s, but they have only been able to be more active in it since Mick's retirement and their move from the West Country to Norfolk.



The familiar and immaculately turned-out TDC 703 DLO of Bob and Jill Hobbs, up from Calne in Wiltshire, where Bob tends our electrical, engine and 'everything else' spares, as well as answering technical queries – see pages 54-55 and 70-74.

Pat and Francis Saunders drove up from Southampton in TDB 2451. This car suffered a terrible mishap when Pat had first bought it, and was trailering it home: in a road accident it came off the trailer, and landed awkwardly, distorting the whole car. The repair and restoration were of highest quality, and looking at it today you'd never suspect such a calamity was hidden in its past.



David Shulver is a regular Rally attendee, and TD 2125 carried off the award for best engine bay . Readers may remember this car from the 2017 rally (see August 2017 Globe), where we photographed the rear window blind, an optional extra available when the cars were new. The blind is operated by the driver by means of a cord which runs through the head-lining, and when drawn forward to raise the blind can be hooked on a small brass peg near the sun-visor mounting.



David Stansfield's very smart Limousine, TDC 2126 LIM, from Coventry. You can just make out the line of the sliding glass interior partition. Although made in Coventry and currently resident there, that has not been the car's whole life; it was first registered in April or May 1952 in Derby. Not so very far away.

David was sporting a smart tee-shirt, emblazoned with the Triumph globe logo and the legend 'TROC'. He says he can obtain these in a range of sizes for any members who would like one, and you should contact him on 07759 793413 if you are



interested in this offer.

Finally – for I shall not include my own car in this round-up; it has appeared too often already – we have the TDB 4728 DL of Chris Watson. Chris likes to keep his car very much as it came to him, complete with the results of previous attempts at maintenance and restoration, which has included painting the interior head-lining. As the paint has aged it has achieved an interesting mottled texture resembling parched mud or perhaps giraffe-skin; but it's all part of the car's story.



Below, John Bath photographed the three contrasting cars which Standard Triumph created from basically the same chassis and engine, in an amazingly short time-frame, immediately after the end of World War II.



The phase 1 Standard Vanguard, the Triumph Roadster, and the Triumph Town and Country Saloon.

John also collected together five representatives of the whole history of the Triumph Razoredge.

TD, 1946-1948,
Town and Country Saloon
3,999 made.

TDA Triumph 2000 Saloon,
1949 only; 2,000 made.

TDC models had 3” longer wheelbase
and push-button door handles. 2,609
were made, from 1952-1954.



Photos: John Bath

The TDB Triumph Renown, 1950-1952,
was given the torch radiator emblem
from TDB 3001 on. 6,501 were made.

Interspersed in the TDC series
were 191 Limousines, with a
sliding glass partition; 1951-54.

For the picture we actually had to cheat a little, because our TDA representative here is really a TD; but the outward appearance from this angle is identical. (From the rear you might notice that the exhaust pipe is on the other side of the car, and if you peer into the driver’s compartment you’d see the column change gear-lever is to the right of the steering wheel. It is also the only four-forward-gear model, unless you count the optional overdrive available from TDB 3001 onwards. Overdrive was slow in take-up, because until the 1960s advent of motorways the three-gear cars were quite sufficient for normal motoring; and although there were plenty of places where a speed of sixty or seventy could briefly be reached, it certainly could not be sustained for any significant stretch.

The day followed the usual comfortable pattern of club rallies: inspecting and enquiring about cars, small groups drifting off to go round Claydon House or the gardens; picnic lunches taken, or enjoying the facilities of the National Trust cafeteria. The awards were made in mid-afternoon, and further presentations of pot-plants to those who would like one as a souvenir of the day. We broke camp and set off homewards from about four thirty.

We are delighted to see that a photo and report of our joint Roadster-Mayflower-Razoredge Claydon Rally has appeared in the **Triumph World** current issue, thanks to John Bath who wrote and submitted the report and a selection of photos to them.

OUT AND ABOUT IN 2018

Special alert: the speed limit in France on minor roads outside urban areas has been lowered from 90 kmh to 80kmh (50mph). Please take care on your continental holidays!



A grand setting: Graham Sinagola approaches the sort of entrance where you don't need to be told 'Mind the gateposts'. Sadly, a few miles later, a leaf-spring broke and he needed to be trailered home by the trusty AA man. Chris Hewitt holds our spares for suspension, brakes and steering, and will shortly be supplying the necessary to get Graham back on the road.

Don't panic! The car is not being crushed – it is loaded onto the lower deck of a two-car recovery truck. (It would have made me nervous, though.)

Graham was returning home from a 1940s event at Ingleton, nearly the most westerly point in Yorkshire.



Below, Mick Harris at Dereham Station over the weekend of 22nd July, enjoying our glorious summer.





In the USA, ex-member Terry Shannon from Idaho has his TDB out on the road. He has adapted this car so it now has a Nissan engine.

It is also shown helping out a Ferguson FE tractor, the US export version of the 'little grey Fergie' which Harry Ferguson developed at the Banner Lane works using engines based on our 2088cc unit and supplied by Standard.



Also in the USA, from North Carolina, ex-member Terry Telke showing his TDC 2260 DL at a winery in Dobson.

The Nassau, Bahamas registration plate is because the previous owner had purchased it from there.

Our thanks to Mark Tilley, who spotted it and took the photo.

Harry Beacall's TD 3717 on wedding duty at the start of July. Happily the heat of our glorious summer caused no problems for the car.



Another very smart Cotman Grey car on wedding duty: Andrew and Alison Stacey's TDB 2262 attending their daughter's ceremonials. What fine wedding cars these make: great style. They wear the ribbons well.



Roy Ward's TDB 1332, from Devon; pictures supplied by Graham Ward. We have not heard of this car for some time, and it's great to see it active and looking in such good condition.



SPECIAL REQUEST – DO YOU HAVE OLD MOTORING MAGAZINES?

Member Jim Fender is in the process of restoring and reactivating his TDB 727 DL, **KYY 34**, after many years of dormancy. Our club records show that this car was known to have frequently appeared in the motoring press in the late fifties and sixties; it must have been owned by someone with press connections, or volunteered.

In the August and September 1960 editions of *Practical Motorist*, of which Jim has obtained copies, there is a detailed nuts-and-bolts description of overhauling and servicing a Triumph Renown. Our historian John Bath has the idea that KYY 34 was the actual car used in the writing of the article, but there are no pictures of the car to confirm this. It would be an interesting addition to the provenance of the car if we could establish the connection.

Does any member have copies of motoring magazines from around this period with Razoredge-related articles? If we can locate some supporting evidence, it would be very helpful. Please contact the Editor if you can assist.

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 August 5th



Razoredges present

Helmingham Hall Festival of Classic and Sports Cars, eight miles north of Ipswich. David Shulver says there were over 900 vehicles of interest here in 2017, and at least two of our members hope to be amongst the 2018 gathering.

Sunday August 5th



Razoredge present

Blackpool Promenade hosts a classic car gathering; advance booking has now closed, but it's only £10 on the day, so long as they still have room. Plenty of modern classics, but older cars too.

Sunday August 12th



Razoredge present?

North Radstock Classic Vehicle Club welcomes all types of classics, and has a friendly annual drop-in gathering at **Camerton Village Hall**, near Bath, from 10:30 to 4pm. Their Chairman is a TROC member.

Saturday August 18th



Razoredge present

St Gemma's Hospice have a fund-raising classic car show organised in partnership with the MG & Classic Car Club at **Temple Newsham Park, Leeds, LS15 0AD**, and our member John Duff will be making his first outing with his Razoredge at this gathering. Anyone who would like to join him should write to St GCCS, 82 Winding Way, Leeds, LS17 7RQ, oxblury8@aol.com.

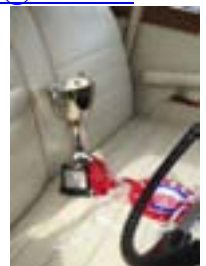
Saturday August 18th



Razoredge present

Gargrave Show, North Yorkshire is one of the very best in Yorkshire, and therefore the world; strongly recommended if you're in the area. Although in North Yorks, Gargrave is actually west of the Pennines, just north of Skipton; only a few miles from the Lancashire border.

Member Alan Kormes bringing home the trophy in 2016: the inscription is 'Best in Show'



Sunday August 19th



Razoredges present

Stonham Barns Classic Car Show is at the mid-Suffolk showground, on the A1120; a recommended show. About 20 TROC members live within 50 miles of this event, so perhaps some more will choose to go along.

Sunday 2nd September

Club Triumph have a stand at **Capel Manor Gardens, Bullsmoor Lane, Enfield, Middlesex EN1 4RQ**. A car show in the grounds of the manor house, which has a small zoo, good tea rooms and a lovely garden. An opportunity to see a wider variety of Triumphs and other veteran and vintage specimens.

6-9 September and 13-16 September

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. This is a great opportunity to exhibit cars to a wider audience, people who wouldn't necessarily go to a Car Show, but who might be inspired to take an interest and buy one of the long list of 'barn find' cars listed in this magazine. Why not search your local area now, and see where you'd like to sign up?

Friday 7th September



Razoredge present?

The **Goodwood Revival** this year should see the revival of Chris Winters' renovated Razoredge – if all goes to plan. Fingers crossed. Member David Stansfield is supporting him with workshop time and space.

Sunday 16th Sept



Razoredges 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.

13th-14th October



possible Razoredge present

Pickering 1940s Weekend – ever-popular 1940s re-enactments provide a chance to dress up and be nostalgic for the days of grit and glory, bulldog spirit and digging for victory.

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!

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!

BUYING A TRIUMPH RAZOREDGE SALOON? A SHORT GUIDE TO THINGS TO LOOK OUT FOR

By Bob Hobbs

Introduction

If you discover that the prospect of owning a Triumph Razoredge Saloon (TRS) appeals, you may be starting to look for that gem. Once you are considering the purchase of anything from a box of bits through a “barn find” to something quite smart then it is best to be aware of some of the demons that these cars can contain. The issues described below, with pictures in some cases, could at first sight be rather off-putting. However, thankfully, most of the cars coming up for sale are not so well endowed with problems and, with determination, most offerings from the tatty end of the scale can be brought to life again. Those that are in running order can generally be described “as what you see is what you get”. In this article it is hoped that one may be educated to approach the purchase in an enlightened manner just in case the vendor’s opinion of the condition has a touch of rose tinted spectacles.

In the following sections, this article identifies a number of potential areas of the cars that should be investigated. It does not infer that all the cars have problems in these areas and of course many of the cars that remain on the road have had either partial or complete restoration at some point in their lives. The pictures are from several cars and have been selected to show some extreme examples of the problem areas.

Those cars that have had the benefit of being garaged for most of their lives will be in much better condition than one that has been used on salted roads in winter and had no care lavished upon it.

Those of you who are not at all familiar with the TRS cars other than their general external appearance, would do well to take a moment to look at the Triumph Razoredge Owners Club web site, TROCltd.com, where there may be found a broad outline of the key differences between the various production batches of these cars. Each version has its merits and the Club endeavours to support them all. However, the later cars with chassis numbers commencing TDB or TDC have a greater availability of spares than the earliest vehicles with chassis numbers commencing TD or TDA.

These are not cars for dashing about the countryside. Stately comfort is more the rationale behind their design. Visibility out of the car is excellent as the door pillars are all narrow. The brakes can stop the car well but some owners have fitted servo assistance to good effect. As the cars are fairly narrow and quite tall, they do not corner fast. Care must be taken if one is not used to driving this style of vehicle.

The majority of the cars that come up for sale from existing Club members are in tidy condition and usable, as they are presented, with no problems. One can in many cases undertake a “rolling restoration” of these cars if desired and thus have a car that has a very distinctive design, is comfortable to travel in and a pleasure to drive.

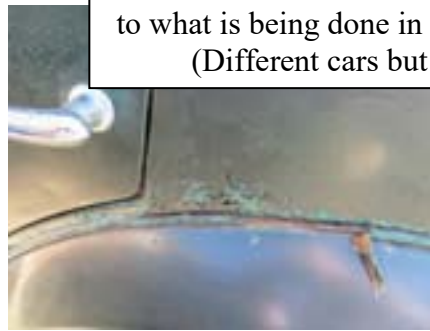
If in doubt – go for it!

Bodywork Issues

The bodies of each of the variants are essentially the same. They are carried on a sub frame that is supported by a number of mounting brackets on the main chassis. A wooden framework made in ash provides the structure to which each of the body panels is attached. In common with most of the coach-built cars of the period, the panels are nailed and or bolted to the wooden frame. There was little in the way of prevention of water ingress which leads to a number of potential problem sites to look at.

Most common problem areas are:

1. Above the rear wheel arch where the rear wing attaches. Look very carefully at the whole length of the arch from the bottom of the door opening around the quarter panel to the rearmost point. Any unevenness in the paint surface here is indicative of corrosion in the metal and almost certainly rot in the ash frame behind. There are a number of cars where the dreaded filler has been applied to try to hide the problem. This is only ever going to be a cosmetic short term fix and to resolve the issue requires wing removal, followed by woodwork and metalwork repairs. This is all straightforward to do but can be quite daunting.



What is seen in the left hand picture can lead to what is being done in the right hand image. (Different cars but same problem)



2. The next area to look at is at the bottom of the “A” pillar where the side panel meets the front wing. As with the rear, wing removal and metal and woodwork skills will be required.

3. Under the doors, front and rear, the door sills are aluminium cappings fitted over shaped hardwood sections that are bolted to the sides of the sub-chassis. These wooden sections have captive bolts that support the front wings. The wood here is very prone to rot and the aluminium capping often turns into a white dust held together by the paint! If the front wings are removed for any reason it is well to ensure that this area is sound. Once again, repairs are straightforward provided that care is taken to ensure that the correct profiles are produced in order that the wing sits comfortably against the body and that the doors shut without impacting the sills.

4. At the rear of the car the biggest problem area is the metal pan that is beneath the luggage boot opening. This is attacked from above and below by moisture and many vehicles have suffered decay here. To look at the area, open the boot flap part-way and look through the resultant gap at the bottom. Also of course look up at the area from underneath the car. Repairs to this can be quite complicated as it is a three dimensional panel that has quite close tolerances in order to fit neatly.

5. Higher up on the car now. Look carefully at the gutters. These are fixed to the roof by a number of screws that pass into the supporting wooden frame. These screws are hidden by the rubber door seals. Water leaks in this area are serious. If not attended to correctly, the metal of the gutter and the adjacent roof will be severely damaged and the wood frame will have rotted away. The water will make its way towards the front of the car where it will drain down the “A” pillar. Underneath the chrome capping of the windscreen surround are the mild steel angle sections that support the front of the roof. These

Leaking gutters leading to rotten wood and metal





An extreme example of decay!

really do not like the attention that rainwater is keen to give them. They will corrode and the resultant growth of the rust scale then forces the capping out of place and allows more water to join the party. All of this water, when it has finished its passage of destruction above, will conspire to soak the ends of the wooden dashboard. Check these ends for any signs of delamination of the plywood. Making new gutters, repairing the roof and its wooden framework and repairing or making new dashboards is a job for those who have some experience of welding and metal forming. It is a job where one needs to be bold and remove all the rubbish and just take care with the measurements.

6. Back to the lower regions.

The rear wings have a problem with their design that is out of sight but this is not a situation that remains for



ever. In the broad area just behind the wheel there is a support panel that sits behind the wheel. This is fixed to the inner wing inboard and to a flange on the wing at its outboard end. The flange on the wing is where the trouble begins. It is welded to the wing at its front end from where it proceeds rearwards at a shallow angle to the wing's outer surface. This is one of the car industry's best ever mud traps. More metalwork is needed to resolve the problem. With some lateral thinking it is possible to eliminate the mud trap altogether as shown in the 3rd picture above.

7. The doors are devoid of any means of stopping water from running down the windows and then entering the inside of the door. The hinge edges of the doors are cast aluminium sections to which various wood and metal structures attach. Eventually, if the wood at the bottom of the door has lost the fight, the rot begins. This can then be fairly bad news for the aluminium skin. Look at the bottom of the doors, outside, and determine whether the paint is as smooth as it should be. If it is not, then the reason could be corrosion in the metal. This can be difficult to resolve. All traces of the corrosion must be eliminated. If any of the surface is not clean pure metal then, within a short time, the paint will be raised in more blisters.

Chassis Problems

The chassis of early cars was constructed from tubular steel sections. These had the advantage that there were not too many rust traps and they are generally quite robust. From late 1949 with the TDB and later chassis numbered cars the chassis was a steel box section very similar to that of the Standard Vanguard albeit with a modified rear that carries the boot section of the TRS cars. Most of these chassis sections are well ventilated and remain robust. However, there are some locations that need careful study. These are:

8. The underneath of the front cross member and the bottom zones of the front and rear faces. These corrode badly and in some instances have cracks that affect structural integrity. Look very carefully at the webs that support the steering idlers. Where these are welded to the front of the cross member is under high stress with the steering loads on the idlers. Cracks here are dangerous and can lead to total failure of the steering geometry and thus loss of control of the car in the event of total failure. Repairs are not too difficult with reasonable access to all the sections that might need repair.



TDC front cross member showing mounts for steering

9. On the sides of the main chassis members, just in front of, and, sometimes behind, the front suspension mountings for the coil springs, is often corroded. Repairs here are easily accomplished.

10. Along each side, further back, there are several mounting points for the sub-chassis. These tended to accumulate mud and thus can often need attention to the consequent corrosion. Access is more difficult if one is attempting repairs with the wings and body still mounted on the chassis. As a result, though the repair is relatively easy to do, it can require extensive work.



One of the body mounting points

11. At the rear of the chassis there are the extensions to the original Vanguard chassis. These drop down from the side members and are of much smaller overall cross section. They are low and encounter water thrown up from the rear wheels. Consequently they are a prime target for the rust bugs to invade.

Running Gear – engine, gearboxes, suspension and steering.

The engine and gearbox in the earliest variant of the TRS was a derivation of an earlier Standard car. They are reasonably tough and should run quietly. Unfortunately spares for these cars are not as readily available as those for the post-1949 cars. The power train of the TDB and TDC chassis numbered cars is effectively identical to that of the Standard Vanguard. As a consequence, spares are more readily available. As with the early engines and gearboxes, they are quite tough if treated to regular maintenance. An option on these later cars was an overdrive unit on the gearbox. Originally only on the top gear but a modification was introduced to operate the overdrive electrically instead. This allowed its use on second and top gear. This overdrive system is of considerable benefit for quieter more fuel efficient motoring. The non-overdrive cars become “quite busy” under the bonnet at over 50 miles per hour whereas, in overdrive, the cars are able to cruise at 55 to 60 mph without stress. Retro fit of an overdrive unit is possible but an internal modification to the gearbox is required. The cost of undertaking the whole conversion at 2018 prices is around £1500.

Specific areas to look at carefully are:

12. The steering. This is a weak point on the cars as there are many joints and bearings in the system; all of which must be regularly greased at 1000 mile intervals. At the steering wheel rim there should be no more than around 20 to 30 mm of free play. Any more than this should be investigated. An assistant should rock the steering wheel whilst the other person watches the linkages underneath to try to establish where the free play is being generated. Joints are relatively easy to replace and if the play is from within the steering box, adjustment is sometimes able to eliminate the problem. If the wear is in the shaft and its bush that support the first part of the

linkage then the steering box will need to be exchanged or restored. The Club holds recondition steering boxes in stock as well as all the bushes, ball joints and seals.

13. With each of the front wheels raised from the ground, check for free play by grasping the top and bottom of the road wheel and push/pull at the edge of the tyre. There should be no play at all when doing this. If there is then either the wheel bearings need adjustment or replacing or the suspension bushes are worn and will need replacing. However, one point that many modern MOT testers fail to comprehend is that there **MUST** be free play vertically at the king pin. This free play is specified in the workshop manual and must be present to avoid the risk of the steering jamming.

14. If possible, drive the car. There should be no bangs or knocking sounds from anywhere during reasonable driving. The gears should engage without difficulty. The column gear change should be operated in a smooth steady motion. They do not respond well to sudden violent efforts to change gear! The clutch should not judder on starting off from rest. If it does it can be a sign of either oil contamination of the lining material or weak engine rubber mounts. The engine mountings are easy to change the clutch less so.

With the originally specified cross ply tyres these cars tend to follow ridges or troughs in the roads. It can be quite exciting on a windy day on a busy road. Some owners have changed to radial ply tyres. This considerably improves the handling though does tend to make the steering heavier at slow speeds such as when parking.

General Thoughts about the Cars

Petrol consumption is around 22 to 25 miles per gallon for the non-overdrive cars and 26 to 28 mpg for those with overdrive. The writer of this article has a TDC chassis numbered car with overdrive. On a recent 1800 mile trip in Europe the overall fuel consumption was well over 27 mpg despite cruising at 60mph most of the time.

In 2018 these cars are all at a minimum age of 64 with oldest being 72 years old. There are many owners who appear reluctant to drive them very far; perhaps no more than 30 or 40 miles from their homes. This may be related to the age of the owner/driver though the view has been expressed that “as they are old it is best not to drive them very far as they might break down”. If the cars are maintained in accordance with the original procedures set out by Standard Triumph there is no reason why they should be any more unreliable than they were in their youth. I have frequently driven my car over 400 miles in a day and I expect it to continue to be capable of this. I have owned my Renown for 54 years, after it was passed on to me from my father who bought it in 1953. Not only have I undertaken all the routine maintenance, but have also personally stripped it to a completely bare chassis and rebuilt it. It resides in my garage, as I write, with a mere 220,000 miles to its credit, 80,000 of which I have been responsible for! It is perhaps fair to say that I am familiar with every nut, bolt and screw in the car.



From “had become tatty” to very smart

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.

In the last Globe we reported at length on a dilapidated Razoredge for sale in France, in very poor condition; I'm delighted to say that it found a buyer. Slightly more frustrating is that we don't know who it was, and we have not yet heard from anyone in France, so this hitherto-unknown car has disappeared back into the unknown. We did ask the seller to pass our details to the purchaser, so there's hope.

FOR SALE: four Avon Speedrunner cross-ply tyres, only lightly worn; and a front bumper for TDB/TDC, would do for everyday use or as a good base for re-chroming. Contact Lloyd Evans on 01388 710 394.

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.

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."

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.

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.



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.

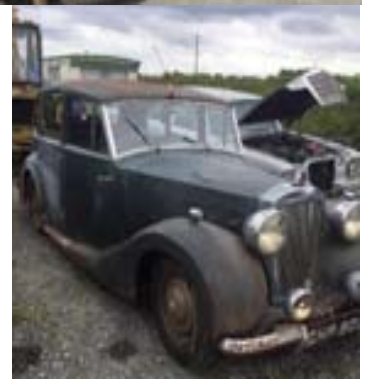
A set of pictures of the parts and the car:

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 .

FOR SALE: TDB 1671 DL, engine 1677E, reg. ERD 681, near Reading. 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 1950. 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**. Bedfordshire; 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: Pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833.

FOR SALE, Rear jacking points for TD and TDA models, £85; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary tube repairs, £85. 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.

SPARES SERVICE: Bob Hobbs is pleased to say he's back in action.

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.

Special alert: the speed limit in France on minor roads outside urban areas has been lowered from 90 kmh to 80kmh (50mph). Please take care on your continental holidays!

