



THE GLOBE

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With a sense of style

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

REGISTRATION NO. 2886923 ENGLAND
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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,

Once again we are very late with this edition, and I feel obliged to offer some explanation, as well as apologies. A significant part was due to technical computer issues, for which I have had to seek professional help – it forgot who I am, and as a result I couldn't get to my own files, collection of links and resources, and other things without which the production of the Globe is impossible. Mainly however I have been helping my daughter move her sculpture business to a new workshop. Timing on this was critical, because many of the gardens and galleries where her work is shown close down after the summer season in mid-October, and she has to collect back any unsold pieces. If the new workshop had not been set up and ship-shape before the extra work came home, she would have been struggling around clutter and in an impossible situation for months to come; Christmas sales and next year's spring pieces would have been seriously compromised. She was able to take over the new premises on September 12th, and we have been slogging away every day until the middle of last week. I am glad to report we beat the deadline, but very little time was left for anything else. So, there we are. I am sorry for the delay, and hope you don't mind too much.

For your delight and interest in this edition we have Tom Robinson delving into his records of Razoredges seeking out the most notable names of past owners: did you know that you share your taste in classic car ownership with the Duke of Gloucester, a British heavyweight champion, and some well-known stars of stage and screen? Possibly the most illustrious was the Maharajah of Baroda in Gujarat, one of the five great kingdoms of pre-Raj India, and the car is still in existence, in the ownership of descendants of the family.

We also investigate further the puzzle of why our cars are sometimes given low valuations, compared with other cars with similar pedigree. I have heard of five Razoredges which have changed hands in the last two months, so there is some movement in the market; but there are still several in our 'For Sale' section looking for new homes. If you know anyone who has treasured dreams of owning a classic, do show them to our advertisements, or let me have their address and I'll post them a complimentary copy. We have an extensive round-up of members out at weddings and classic car events. Finally, if you remember the appeal we made earlier in the year, showing eleven-year-old Grace Wilshaw standing in front of her father's prized Razoredge: turn to the back cover and within for a heart-warming tale.

Editor

We welcome new members:

1225 John Alexander of Leicestershire, with TDB 5586 DL, MLY 348.

1226 Graham Nicholson in Bishopsteignton, Devon, with NOE 619, TDC 2140 LIM

1227 Eric Bulmer, near Scarborough, who has TDC 253, XVV 275 (previously registered as ORL 17).

Our cover pictures for this issue:

Front – The only known Razoredge on the whole Iberian peninsula, owned by member Rui Guimaraes, seen here outside his favourite restaurant near Porto in Portugal.

Rear – Our appeal in June for someone to help celebrate a 70th birthday was answered by our member Alan Bromley from Stoke. Full story inside the back cover.

SO WHO ELSE OWNED A RAZOR EDGE?

By Tom Robinson

During my formative years, ownership of a Razor Edge car was the preserve of the elevated: doctors, vicars, solicitors and the like. Imagine, then, my delight to discover a brand-new Cotman grey Renown in the school yard at the beginning of the Autumn term of 1952.

Generally, the salary of schoolmasters in those far off days did not extend to car ownership, though a small area of the yard was cordoned off to store coke for the school's boilers and here resided the only two staff cars, up to the arrival of the Renown. One was a rare Wolseley that used the Morris Series E body shape and the other was an open Lagonda. I recall this beast carried an Aberdeen registration and was looked upon in awe by we car-loving boys. The huge headlamp glasses were protected by wire mesh discs. It was furiously driven by a dashing chemistry master who would arrive sporting flat cap and driving gloves. No wonder he earned the soubriquet 'Flash Harry'. But the Lagonda was demoted in my eyes, once the Renown appeared. In those days, I guess that the cost of the Renown new would have bought two, or even three Lagondas, such was the market then. The Renown was owned by a Scotsman named Grant who taught us maths and physics, and school rumours had it that he was a Communist! I can only assume that he had come into money and this is how he spent it. After all these years, his efforts to teach me quadratic equations are largely forgotten, but his choice of car has remained with me forever. In fact, at that time, I did say to myself, 'One day I will own one of those'. Twenty-one years later, TDC 2576 came into our family's life and is still with us today.

At the beginning of my narrative, I mentioned the types of Razor Edge owners, and now I will cite a few whom I have come across.

Perhaps the most prominent owner was The Duke of Gloucester who acquired a black TDB in March 1950 registered LGH 8. The Commission Number would have been around TDB 325. Naturally, Standard Triumph used this sale for maximum publicity and it featured in *Standard Car Review* the Company's in-house magazine.



The actor Michael Denison CBE was born in Doncaster and he owned an early TD registered JBH 321.

The *Review* carried a photograph of him wearing a huge overcoat, peering into the engine bay with a knowing look! He was married to actress Dulcie Gray, so this is really a double-celebrity link. Michael Denison's forte was mainly in light romantic comedies, though readers might also remember him in *The Glass Mountain* and the definitive film version of Oscar Wilde's *The Importance of Being Earnest*, with Dame Edith Evans as Lady Bracknell. Michael Denison and (later Sir) Michael Redgrave played the lead male roles.



Bruce Woodcock, also from Doncaster, was a UK heavyweight boxer in the early fifties and he owned a TDC registered LVC 922. Again the *Review* prominently showed him looking as though he knew what happening under the bonnet of a TD or TDA outside the showroom.



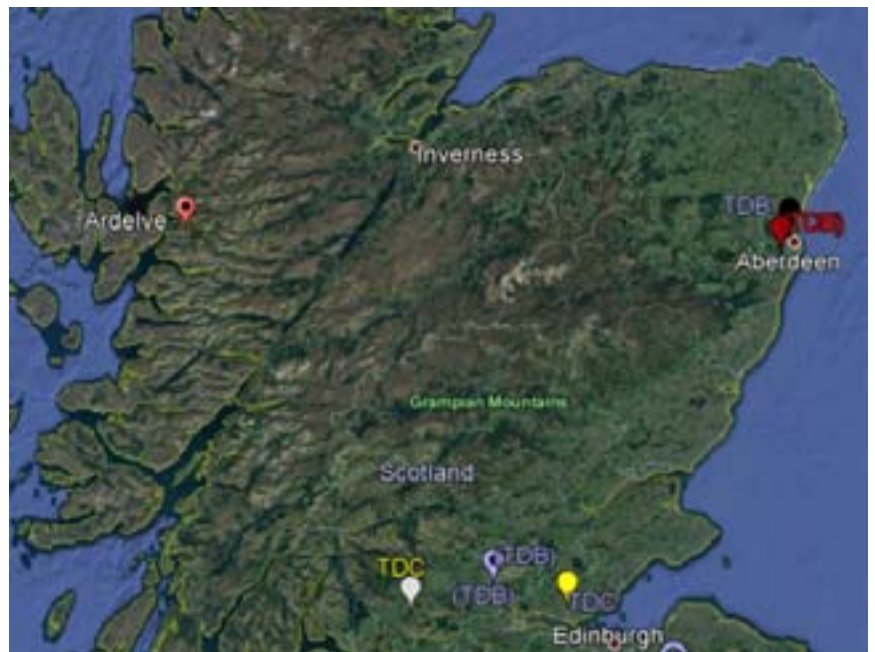
IN the TD series I found that the actress Greta Gynt had a black car, JPP 249. This too, appeared in the house magazine.



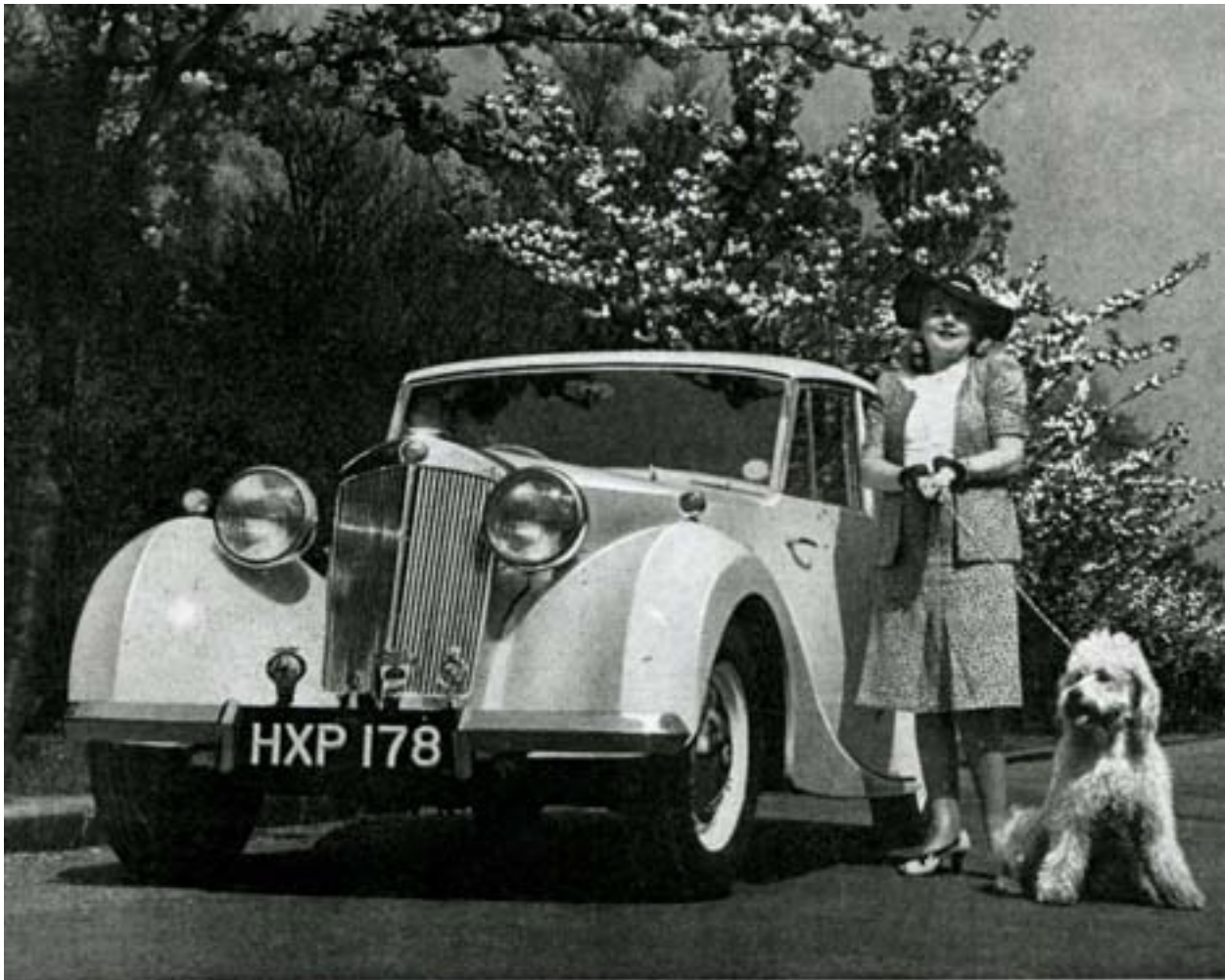
Nobility in Yorkshire featured with the TD model. No 2984 registered DVY 374 was owned by Sir William Worsley of Hovingham Hall, whilst just down the drive, another relation, Edward Maurice Worsley had TD 3553, DVY 881. Lord and Lady Brabourne – she was the daughter of Lord Louis Mountbatten - took delivery in April 1947 of JGC 777. You can see how highly regarded was the TD model at the time.

Slightly at a tangent, I must tell you of the wanderings in the life of TD 564. Registered in Merionethshire on 2nd April 1947 as FF 6547, the first owners were Hall's Cambrian Properties of Dolgellau, but by September 1963 it had reached the end of the road – literally – in the village of Ardelve by Kyle of Lochalsh, Invernesshire.

Ardelve: very slightly further north, and far more remote, than our current two most northerly known Razoredges which are in Aberdeen. Ardelve is a tiny hamlet on the wild and romantic shores of the western sea-lochs. Invernesshire is Scotland's largest county, and the UK's second largest, but only has a population of 68,000 people. Sixty thousand of those live in Inverness and nearby townships, leaving an average of one person per square kilometre for the rest.



Dance band leader Gloria Gay and poodle had a white TD, registered HXP 178, here she is looking quite proud of her car.



This attractive white Triumph "1800" Saloon is the property of Gloria Gay, the well-known dance band leader. At the moment she is in Portugal playing in the leading cinemas with her top ranking all star ladies dance band for a three months season. Gloria Gay's French Poodle "Jane" is her constant companion and must be the only dog to have visited every major music and dance hall in the British Isles.

Not surprisingly, since they were made only in 1949 and there were only 2,000 built, I have found only one item of interest from my TDA records. Grey TDA 1248 was registered HKV 270 on 20th May 1949 when Major General Nara of Exeter, exported the car. Sadly, the record card did not state the destination; India maybe?

TDB SERIES interesting owners.

714	31.03.50	JWK 853	Factory supplied in Comet blue and exported by J. Tindall, Bratton Fleming, Devon
1111	11.05.50	JVC 558	Exported through Foreign Office, Downing St., London SW1
1443	19.06.50	JKV 222	Cotman grey. Exported through Henry Campbell Bannerman, Pollockshields, Glasgow. Certainly a relative of his namesake who was Liberal Prime Minister 1905 to 1908.
1560	04.07.50	JKV 548	Black. Exported to New Zealand Associated Press

2213		KDU 581	Hon. A.H. Pritchard, Commonwealth Parliamentary Association, House of Commons, and exported.
2746	10.11.50	KHP 446	Black. Exported by Jag Jit Singh, Orme Street, London W2
2804	25.11.50	FDN 764	First owner Brigadier E. Dacre Howard-Vyce, Blyth, Notts.
	Approx 03.51	JFH 171	Grey. Once owned by Les Moore, chief draughtsman at Mulliner's Birmingham and thought to be the designer of the Razor Edge car.

TDC series interesting owners

935	02.07.52	MDU 925	Exported by Minas Zisas Pappas of Manchester
111			Despatched to New Zealand registered OP 818. Later brought back to UK
1039	24.07.52	MHP 473	Black. Sold to J. S. Weir through National Bank of India and exported
1200	02.09.52	MHP 921	Grey. Sold to R. L. Coe, American Embassy, Grosvenor Square, London. In 2011 still in USA
1231	13.10.52	REH 983	First owner was Semprini, the pianist. He had a popular series on the Light Programme, <i>Semprini Serenade</i> , it ran for over 20 years beginning in the fifties. The car was last licensed 31.01.66 in Bolton.
1894	21.04.53	NDU 387	Grey. Exported by D. J. McCreary, Mayfair Hotel, London
1950			Jade green despatched to Ceylon [Sri Lanka]. Later in Germany 2001, and in 2004 bought by new owner in Russia.
2660	06.54		Exported to Ceylon [Sri Lanka]
2671	06.54		Exported to Hong Kong
2684	07.54		Grey, fitted with 'special engine' and supplied to Lord Tedder, Marshall of the RAF who later was Chairman of Standard Triumph (1954 – 1960) and may have been instrumental in supplying the RAF with many Vanguards.

During the final weeks of production, Renowns were shipped to Australia, India, New Zealand, Ceylon, South Africa, Gibraltar and Mauritius. I have seen TDC 2760, built 27th April 1954, in the Southlands Motor Museum at Paraparaumu, near Wellington, a fine Jade green example.

A Razoredge spotted in Sri Lanka – it is not known whether this is the same one mentioned above. It was photographed at some time not long before 1994 by Robin Mitchell; details may be found in the December 1994 Globe.



TDC Limousines

By 1953, with more modern-looking cars on the market, the previous appeal of the Renown began to wane. It was in dire need of revamping and indeed work was underway on a Renown mark II which in a last-minute decision became the Standard Sportsman, even though it sported a Renown-related grille and the commission numbers began TDD – a natural successor. In part, at least; certainly not as a ‘Razoredge’.



However, the limousine did sell to a certain market and in my own city of Sheffield, records show that several of the large steel works bought the limousine alongside the TDC saloon for their senior staff. Out of an initial production of X497, TDC 2001 to 2188, eleven were exported. One of these, TDC 2027 in Jade Green was shipped to New Zealand for use by ST directors on a tour of inspection. Eventually, this car was dismantled by Gulf Motor Bodies Ltd of Auckland.

I assume that a special order in October 1953 caused TDC 2189/90 and 3000 to be built. The number 3000 was used because TDC 2191 was already booked to become a normal saloon. TDC 3000 was registered RNK 806 and was new to British Railways Board (Midland Region) and still exists in Bavaria. It seems quite likely that the other two cars were also to BR order, but unfortunately, the RNK series of registration numbers does not give sufficient detail.

So there you have it, a brief tour though some famous names who have been connected with the Razor-Edge model, but I must end on a note of pure conjecture on my part. Official ST statistics show that one TDC in 1953 was exported to Australasia. Destinations such as Australia, New Zealand and Tasmania were already mentioned. So maybe a Renown arrived at some small Pacific Island; Toga, Fiji or elsewhere to faithfully serve some proud owner; or was it out there on UK Government Service? Imagine the Queen of Tonga reclining in the back of a Razor Edge saloon!

Tom Robinson, September 2018

One extra car, discovered through Facebook: a TD model which survives in aristocratic ownership in India. Jeetendrasingh G Gaekwad is a heritage enthusiast in Baroda, Gujarat, and is I believe a descendant of the last King, from when all such honours and privileges were abolished in 1949. Seen here winning the Maharaja Santrampur Trophy in 2015, the car is a TD from 1946.



Jeetendrasingh Gaekwad’s father, Professor Shrimant G B Gaekwad, in 1957.

VALUATIONS OF CLASSIC CARS

For some time, the question of the low general market valuation placed on our Razoredge cars has been a subject of discussion and some head-scratching amongst our committee. It is evident that sports cars and tourers carry a premium – the Triumph Roadster can usually be expected to sell for about twice the price you could expect for a Razoredge in the same condition. However, even making allowance for this, the guide price quoted by some established authorities like Glass's Guide, and insurer's default valuations, are often much lower than prices we know Razoredges are reaching, either at auction or via *Classic Car* or Ebay. Here, a Hagerty writer in *Classic Car* magazine reveals some other considerations.

Big Data and the Classic Car Market

By John Mayhead

Whether it is the actions of Cambridge Analytics on the Brexit referendum, Google search algorithms or social media presenting you with tailored stories, 'Big Data' is currently big news.

The analysis of data isn't new, and it won't surprise you to know that all of the classic car market analysis articles written by Hagerty are based on crunching masses of car value numbers. What you may not know though is just how important the human element is.

I spent most of the 1990s working for a Government department, ostensibly as a data analyst. We had rudimentary computer programs that identified anomalies, but it required human intervention to interpret these: to find out what was really going on. Although computer algorithms have improved massively since then, this human element is still key to identifying the whole picture.

Take classic car auction results, for example. There are other classic car indices and trackers, most of which take published auction data for a number of cars, analyse them, and create nice graphs and infographics which prove that one model is doing well, others less so

Drivers of this month's increase*

- The Hagerty Market Rating saw its second consecutive increase, rising 0.14 points to 65.41 and continuing the general upward trend seen throughout most of 2018.
- The biggest increase of any section this month was for auction activity. The median sale price at auction is up 6% over the last 12 months. On the private market, meanwhile, the percentage of vehicles selling for above their insured values has fallen slightly over the last 12 months.
- Owner optimism is still mixed, as it has been for several months. The number of mainstream vehicle owners who think that values are increasing was down again for October, while the number of high-end owners expressing that belief was up slightly after being flat for September.
- Strength in external market forces led to a small increase in the correlated instruments section for October.

*The Hagerty Market Rating is updated on the 15th of each month or the prior business day.



John Mayhead continues:

This is great, but it tells just a tiny part of the story. Hagerty have a representative (or two) at all major and regional classic car auctions. They can not only get a feel for the room - who's there, whether the bids are coming quickly or slowly, whether the dealers are upbeat or not - but also look at the anomalies and work out why they happened. For example, if a car does much worse or much better than expected, what's the reason? Maybe there are just two people in the room who really want the car. Maybe one car in the flesh just isn't as nice as the photos and description in the catalogue suggest. Maybe the word amongst the dealers is that there's a question mark over a particular vehicle's provenance. This human input means we can manually adjust some figures that would otherwise skew the analysis.

There's also the question of how many car values are analysed, and of what type. Another company have just published a report stating that the classic car market has risen by 6% in the last 12 months. This is based on a list of 50 classics at the very top of the market, and although private sales are said to be included, it doesn't take account of insured values, discussions with owners' clubs or the other human elements of a very human pastime. Whether this tiny snapshot of some ultra-exclusive cars shows any reflection of the market as a whole remains debatable.

So, we'll continue to analyse our 40,000 individual classic car values in a very human way and produce the **Hagerty Price Guide** with as much art as science. We hope you find it useful.

We are grateful to Bauermedia Ltd and Classic Car magazine for permission to reproduce this article.

Experiences and comments from members on this issue are welcome.

As an example: the TDB below sold on Ebay on September 2nd from Maryport, Cumbria, for just £2,802. It is not the original registration, having been given an age-related mark.



Although the paintwork has considerable superficial damage which will require a complete re-spray, and some unorthodox adaptations have been made to the heater supply, it appears to be complete and to have been cared for and in use during the 80s or 90s, and perhaps later.

Only £2,800? Really?

OUT AND ABOUT IN 2018

Mick Harris was at Helminghall, Suffolk, in early August, sporting his new TROC tee-shirt.



The shirts are available from our member David Stansfield, and you can contact him on 07759 793413.



Terry Shannon's Bahamas-registered TDC on show at the Vintage Triumph Register's National Convention on the Mississippi, USA. →

← Alison Stacey on a baking-hot day at Mount Edgecumbe Classic and American show, in Cornwall. (Only just in Cornwall, however; it is the most easterly point in the county, and just across the estuary of the river Plym lies Devon.)





Oh NOOOO!!

(Don't worry; it was just posed like this for the photograph. The car behaved perfectly, Harry Beacall assures us. But you really shouldn't joke; this is the very image which haunts the nightmares of everyone who has used their Razoredge for a wedding.)

A special present from Graham Sinagola's 1940s weekend in Pickering, for our spares and technical guru, Bob Hobbs, who has a magnificent Austin Ten as well as his TDC Razoredge.



Member J Harrison's TDB 4811 spotted at the Dorset Steam Fair at the end of August.

Member Philip Jones, from Lincoln, had an engine rebuild completed just in time for wedding duty. The car is looking absolutely splendid.





← “My Renown dressed up for a beekeeper’s wedding. In Wanganui, New Zealand – Neil Farrer.



Right: Paul Collard’s TDB at a charity fundraiser for St Michael’s Hospice, in Bodiam, Sussex, in September. The weather was unkind to them, which is a particular pity in such a hot dry summer.



Also in September but on a better day, in Tenterden, Kent – Mark Ironmonger’s TDC and the editor’s own shabby TDB.



The car in the lower picture is a 1956 Mercedes S Cabriolet. They are extremely rare.

The lady standing alongside collected the car from Stuttgart and drove it home, 61 years ago – it is a one-owner-from-new. She says the steering is a bit heavy now (3-litre straight 6, no power steering, it would be...), and she may have to consider selling it.

Those with very deep pockets, form a queue.

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 7th October

“I have organised an Autumn Lunch for the Northanglia Centre of the Triumph Roadster Club on Sunday, October 7th at 1:00 pm in the Admiral Wells pub at Holme near Peterborough. As ever, Renown Razoredgers are most welcome to join us. Our lunch nicely coincides with the 'Life On The Holme Front' show in the village. The pub is an easy walk from where our cars will be parked on display. If you are joining us for lunch, please let me know in good time (tel: 01733 564257). Cheers, Robin Hewat.”

9th-11th November



Razoredge
present

NEC Lancaster Insurance Classic Motor Show 2018 – on the Triumph stand there will be representatives of several different models, and TROC member David Stansfield will be there with his Limousine to represent the Razoredge, Roadster and Mayflower section. If you are attending, please look through and give him a wave.

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.h.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. 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!

POSSIBLE EVENTS: Mid-Wales area

Hello,

My name is Graham Potter and I live in an area of Mid-West Wales between Cardigan, Aberystwyth and Lampeter, on the edge of a small village called Dihewyd. I am a Member of the Standard Motor Club and I have several Standard Vanguards. There several other Standard owners locally but we have never seen any Renowns and only the odd Mayflower.

We are trying to put a group together for all models of Standards and Pre-1960 Triumphs to support over a dozen or more local shows each year.

Would it be possible for you to ask any Members you have in this area of Mid-West Wales covering Ceredigion, Carmarthenshire and Pembrokeshire?

I can be contacted on E-Mail at graumm@rocketmail.com or on 01545 581 025 at sensible times!

CAR JACK QUERY – FROM THE RILEY CLUB

We have been contacted by a member of the Riley club who has come by a jack that doesn't seem to be right for his car. He also has a warning that it seems possibly prone to collapse under load – so please approach this subject carefully!

“Greetings Roger, Here is a picture of the jack I rang you about. It came with my Riley RM but will only fit the rear sockets, but I have now acquired the correct one. I believe that it is from a Triumph Renown?”

Experience in the Riley RM Club is that this Stevenson/Smith type of jack with 14 threads per inch is prone to sudden collapse because the depth of the threads is too little, so there can be terminal wear. 6 to 8 tpi threads are much better. My jack is 11 tpi.

You may wish to warn your members of this risk.”

Leon Taylor



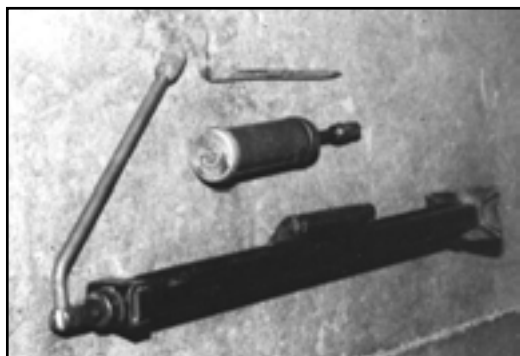
Do any members recognise this jack? It doesn't look like the one on my TDB, but perhaps there were changes in the equipment supplied, during the lifetime of Razoredge manufacture. I am seeking guidance from our technical wizards, but it may be that a Club member recognises this particular model.

Most of us, I believe, would be reluctant to use this type of jack on our cars these days anyway; the danger of there being hidden rust which might have decayed the jacking points is very significant. However, it's

good to have the authentic kit included in the tools within the boot lid, and I know there are some members who are looking for the correct matching set. A very good detailed article on the items in the full kit was written for us by member Dick Mower, many years ago, and it has been reprinted in the October 2015 Globe, which is available on the website.

This is the type of jack I have on my TDB – can any TD or TDC owner say whether they are all the same?

Comments to the Editor, please.



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.

WANTED: member Jacques Faerber has contacted us from Switzerland. He has an early TD model, and writes:

“I need for my 1800 Saloon TD904DL spares parts :

- one **4 speeds gearbox** (I already have new bronze bushings and bearings, but I think it's better to find a second hand gearbox) because the second gear is out... I found tooth pieces of the pinion during the emptying !!
- for the **back axle** : all spares necessary for the revision (especially pignons, satellite, bearings, seals, also wheel bearings) - because the back axle of my 1800 makes so much noise that I have the impression that a B52 follows me !!

Please can you publish my request in the next Globe, and also forward to Chris Hewitt and Bob Hobbs, who can probably help me to solve these problems ?

Thank you very much, kind regards, Jacques Faerber
Membership 228 CH - 1066 Epalinges.”

If any member is able to help with these parts – some of which, for the TD model, are rare – please contact Jacques directly, or the Editor.

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.

FOR SALE: new member Graham Nicholson is the semi-retired proprietor of the Central Garage in Bishopsteignton, Devon, and he has taken on NOE 619, TDC 2140 LIM, from local long-time TROC member Alan Smith who owned it for many years. Sadly, Graham finds he cannot drive it – he has problems with his shoulders and the car is just too heavy on the steering.

Although this car appears to have begun life as a Limousine model, at some time it has been converted back to be a normal TDC. An unusual history! Graham is looking for offers around £5,000. The car has been regularly maintained and looks very smart.



FOR SALE: THREE!!! white Razoredges from member George Wyatt, of Barnsley. He has been operating a repairs garage (now taken over by one of his sons), a small coach firm (now taken over by another son), and a wedding car service. Having run out of sons, the cars have to go. The Razoredges are: LRW 100, TDB 5520 DL, in Old English White; a 1949 TDA in Brilliant White; and a TDC, XS 7842 (pictured) in Old English White. This car had previously belonged to TROC committee member, spares holder and technical expert Irving Dalton. For further details and prices, please contact George on 01226 752 830. As you would expect with wedding cars, they are well-maintained and generally immaculate in appearance.



FOR SALE: 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 don’t have access to Facebook, contact 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.

“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. 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 or email. 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:

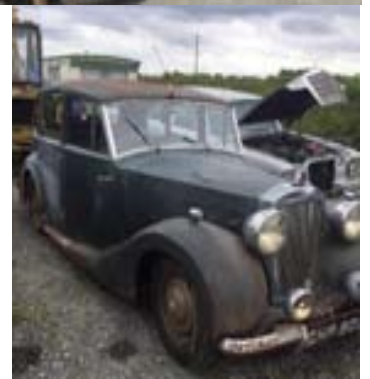
https://1drv.ms/f/s!Ang8X_RmYTFqa5IHRJEg6G_2sP8 . Simon is thinking in terms of £2,000 for the collection.

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.

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 2088cc, manufactured in 1950.

I purchased the car in 2003. All repairs have been carried out by a professional classic car garage using replacement parts from TROC stores (list of repairs available). It has an MOT until May 2019.

Due to my ill health it has not been driven for the last two years although the engine starts up immediately. Some bodywork required. This will be a project for anyone willing to spend time/money on it. Hence the asking price is £4,000. Reluctant sale. Original manuals, tools and spares available at no extra cost:

pair of wing guards with side sills, edge running boards, grille, incomplete engine block, car cover, The Globe magazines. Please contact Michael Kelly, phone 01332 771580 or email Area: DERBY



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: interior boot light; 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.

Chrome parts: 2x headlight rims, front cowling, 2x strips to rear side windows, 2x front strips to windscreen, also rubber gaskets to headlights.

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.

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.

ADDITIONAL NEWS ITEMS

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!

The third edition of *Triumph Cars: the complete story* by Richard Langworth and Graham Robson is now published by Veloce Publishing and is available in bookshops, price £40. We have not yet had a chance to look at the changes to this edition from the previous ones – more information will follow.

Dirk Devogeleer is our intrepid Belgian member has twice completed the Round-Britain Reliability Run in a Razoredge (2,000 miles in 48 hours – Essex, John o'Groats, Lands End, back to Essex). It is the oldest car ever to have completed the run; and still holds that record, because Dirk's attempt to complete it this year in a pre-war Southern Cross failed when the head gasket let him down in Edinburgh. Very sad – but he intends to try again in two years' time.



HAPPY 70th BIRTHDAY, GRACE

Earlier this year we appealed for any member who could help out Jo Phillips, who was planning a special birthday treat for her mother Grace. In her childhood, Grace's parents had owned a Razoredge, VRE 437, and Grace remembered the car with affection as being her father's pride and joy. Jo wanted to find



someone with a Razoredge who could help them celebrate Grace's 70th.

We are delighted to say that our member Alan Bromley, from Stoke, was able to provide his car and a drive to the surprise party. He even bought some flowers to present to Grace on behalf of the Club. This was at no small inconvenience to himself, because his wife needs 24-hour care, and special cover had to be arranged; so our grateful thanks go to the stand-in carer and to Mrs Bromley as well.



Sisters Anne and Grace, nee Wilshaw, reunited with a Razoredge like their Dad's. Anne took the top photograph.

Jo writes: "My mum, Grace, celebrated her 70th Birthday, and thanks to the most lovely of TROC members, Alan from Stoke, she was able to arrive at her surprise family party in style, in his beautiful 1951 Maroon Renown.

"There were tears, gasps and lots of "It is just like Dad's..." (my Grandad had a 1951 Jade Green Renown which she remembers fondly)...and lots of reminiscing en route.

"Thank you Alan (in the picture below with me, my Mum and sister) for your kindness and generosity of time in making this a possibility. Thank you TROC for your support in turning a mad idea into a reality.



Jo, Alan Bromley and his TDB 4266, Grace, and Jo's sister Kerry Phillips-Bland

"We all have had a fabulous day and have some lovely memories, thanks to some lovely people."

We are delighted that it all worked out so well, thanks to Alan's efforts; and Alan – the car looks absolutely gorgeous. Well done.

Happy Birthday Grace - 59 years on

